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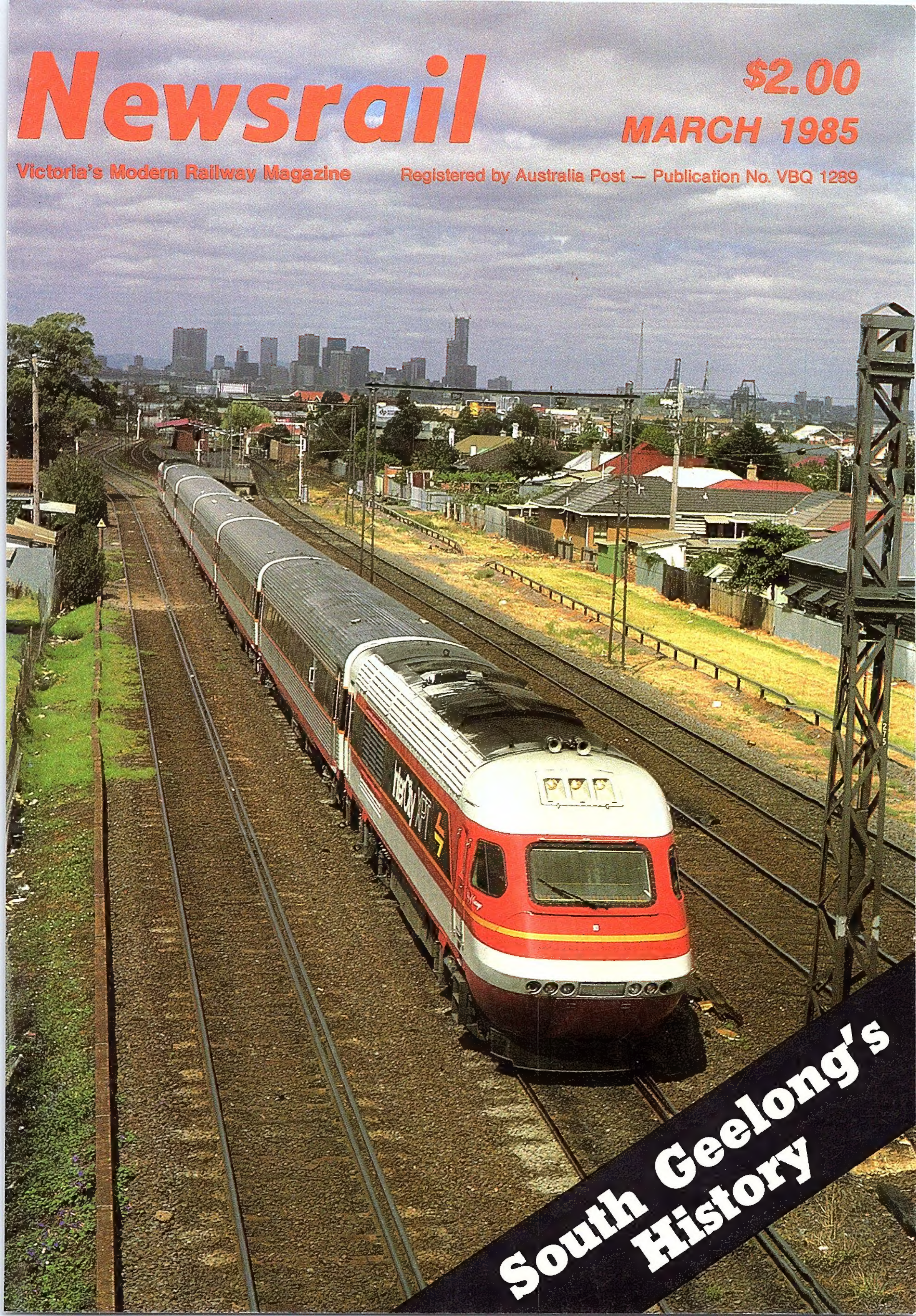
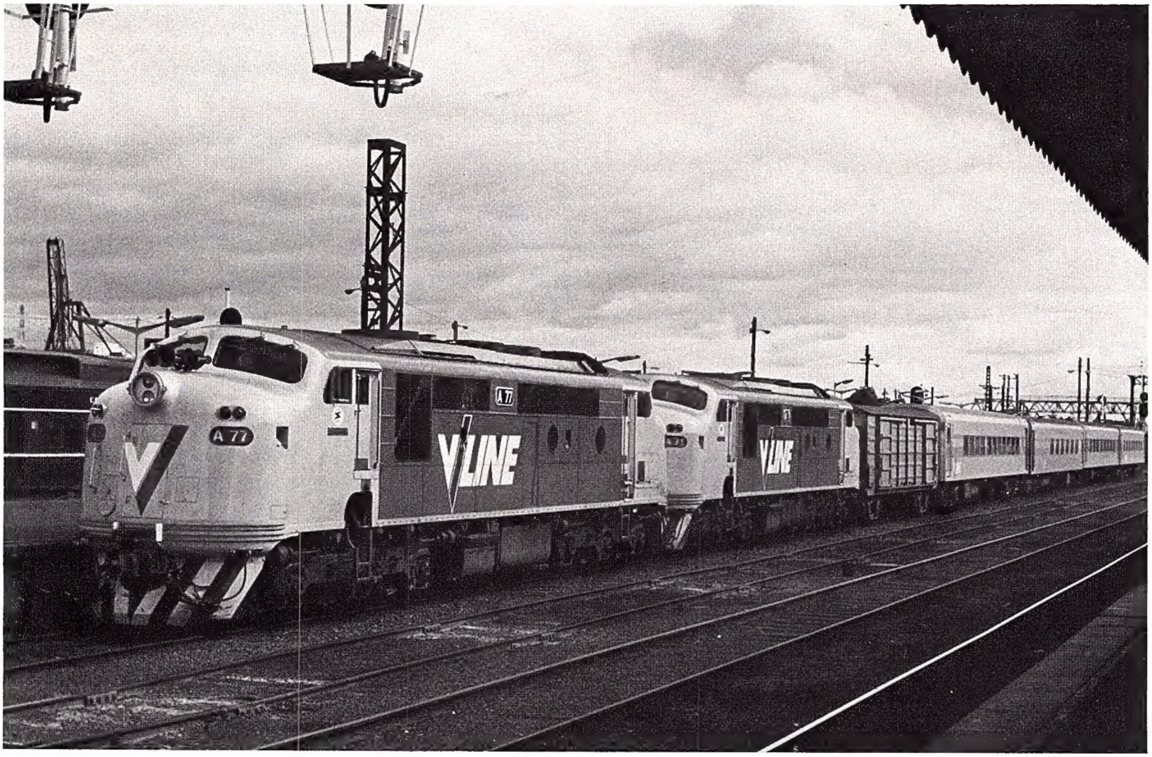


South Geelong's History



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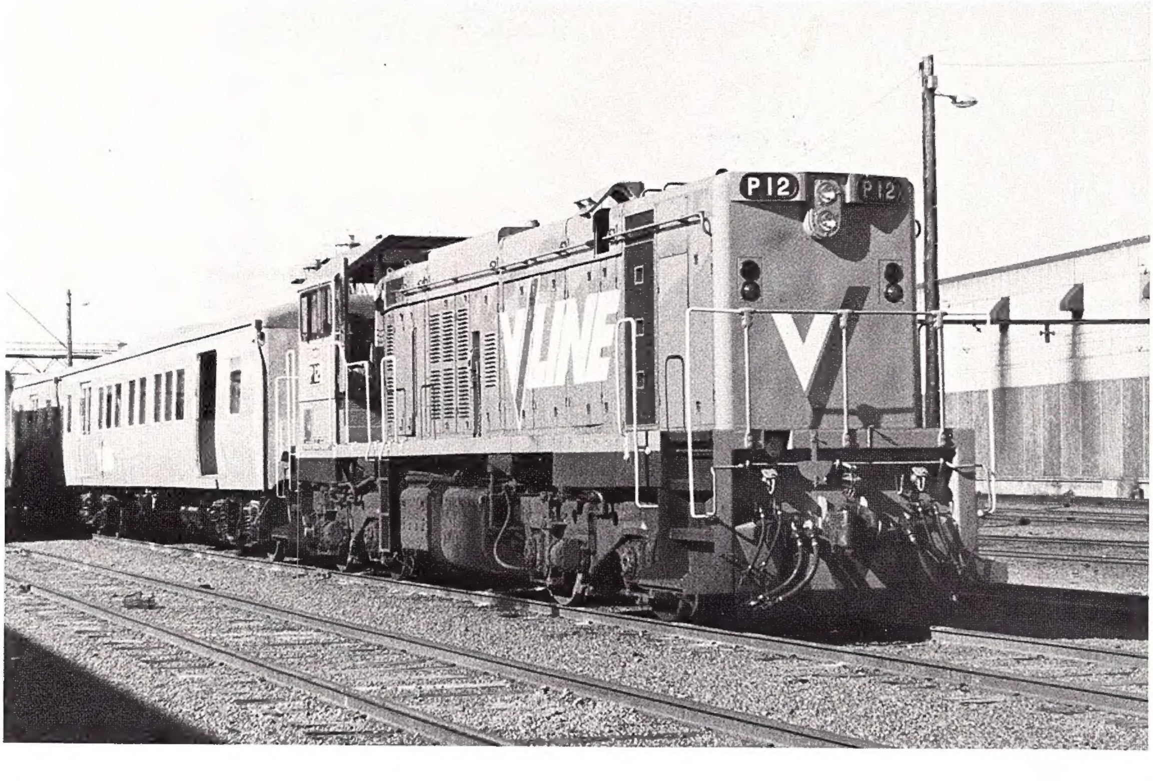

FOR ALL WHO ARE INTERESTED IN RAILWAYS

Newsrail

Vol. 13 No. 3 March 1985

"Vandalism is Un-Australian." This was a heading for a poster used for many years in suburban trains to try and keep damage to property to a minimum.

On the railfan scene, vandalism has been hardly heard of in the past and let us hope it stays that way. Although there are many groups now in Victoria there has been very little deliberate damage to property but with attitudes changing in the world today, can we expect to continue in the future without spending a lot of money on security.

Last December, the Mile End Railway Museum in Adelaide suffered considerable damage after some of their rollingstock was set on fire and destroyed. While people may say "they were only carriages", they were items that cannot be replaced and therefore helped to make up an important collection.

To the small group of people that have committed themselves to preserving our heritage, this is a giant blow and gets them to ask, "why bother?". The silent majority is very grateful to these people and if any reader knows of people who cause damage they have a duty to report them so that we can all enjoy our heritage.

Front Cover: During a promotional tour to Melbourne, New South Wales State Rail Authority's XPT made a number of very popular shuttle trips to Tullamarine Loop on Sun.17.2.85. This view of the train at West Footscray may become a common sight later in the year. (John Dare)

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Opposite above: A77 and A71 rebuilt from the corresponding B class units, rest in platform 3 at Spencer St after running the Up Albury pass. on Show Day, 27.10.84. (Graham Withers)

Opposite below: Formerly T329, P12 idles away with rebuilt Harris cars at Dynon on Sat.14.7.84. (Greg King)

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We would like to thank all who have contributed to this issue and look forward to your support in the future. All articles, items and photos are acknowledged at the bottom.

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South Geelong and Environs

JACK McLEAN

BACKGROUND

The Geelong to Winchelsea line was opened on 25th November 1876, and was initially worked as one section of Staff and Ticket without any intermediate stations. Mount Moriac was the first station to break this long stretch of line, and it was opened first as a station on 1st October 1877, and then as a staff station on or before 1st June 1878. The Staff and Ticket sections were then Geelong - Mount Moriac - Winchelsea.

In the meantime, the original Geelong Racecourse line had been opened on 1st February 1878, the junction being at a point which later (14th July 1879) became the station of Connewarre, and then Marshall. The junction must have been a temporary Staff and Ticket Station on race days.

Queenscliff Junction was the point of divergence for the Queenscliff branch line and opened as a permanent Staff and Ticket station either shortly before or on the date the branch opened, to wit, 21st May 1879. It possessed a signal box, but was not a passenger station, and never became one.

Queenscliff Junction was for a time a non-interlocked junction with probably three home signals, one from each direction. It was interlocked on 23rd July 1883 with a frame having nine levers, all of which were working ones. The levers worked the points, (1); the lock bar, (1); distant signals, (3); the two Down home signals, probably one above the other, (2); and the Up home signals from branch and main line, (2).

SOUTH GEELONG

The intermediate station of South Geelong, situated between Geelong and Queenscliff Junction, was opened on Thursday 1st November 1883.

Prior to the station being there, the site was used as a ballast and bluestone loading point by the Queenscliff railway construction contractor. A tramway ran from here through the streets of Geelong to the quarries at Chilwell. According to an early plan, probably drawn in 1883, facilities at South Geelong comprised gates at Yarra and Bellarine Sts and in between these two points on the Up side of the line was a 250 feet platform ramped at both ends. A wooden station building of reasonable size was provided. Opposite the platform was a loop siding slightly longer than the platform, and behind the platform was a long dead-end siding with buffers almost at Yarra St. See diagram A. In 1887-1888 the platform was extended and a goods shed erected.

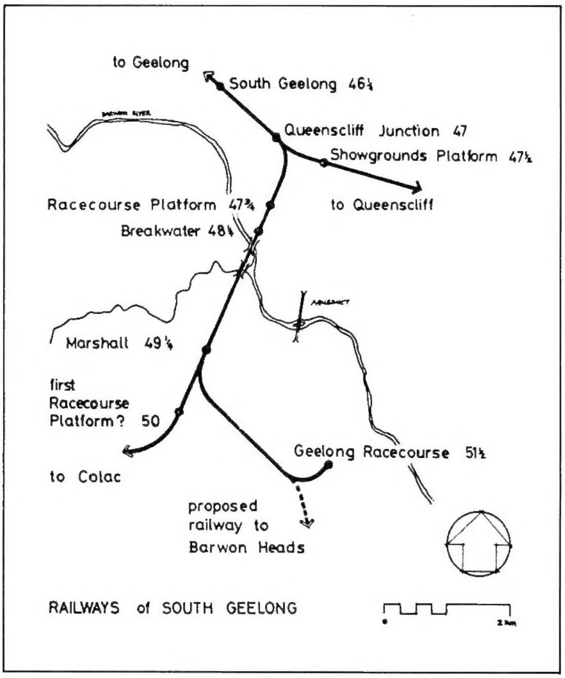
For some years, there was no block system between Geelong and Queenscliff Junction, or else it was maintained by the morse telegraph. It seems that Winter's Block was introduced on the sections Geelong - South Geelong - Queenscliff Junction around July 1886. This incidentally coincides with the provision of public telegram sending facilities at South Geelong station.

The General Appendix of 1898 describes the working of the instruments. The tunnel immediately on the Down side of Geelong station rises at a grade of 1 in 50, and either a "regrettable incident" occurred there, or it was foreseen that one might, and so, it was considered advisable to restrict the approach of Up trains into the Geelong station, until one of the arrival roads was completely clear. Normal telegraph working on Staff and Ticket does not provide for such a restriction, so therefore, block instruments were provided. According to the Absolute Block instruction in the 1898 General Appendix, "D" Box Geelong was required to have both a clear line and the points set for the platform before giving "Line Clear" to South Geelong. The provision of block instruments at South Geelong enabled an Up train to wait for the required clear line at South Geelong instead of Queenscliff Junction, and at the same time another train could be in the block between Queenscliff Junction and South Geelong.

It should be noted that at this time the signal boxes at Geelong were lettered as follows: North Geelong Junction "A"; Latrobe Terrace level crossing "B"; the signal box at the Up end of the station "C"; and the signal box at the level crossing at the Down end of the station "D".

A list of signals dated 1st July 1899 shows that there were two home signals and two starters at South Geelong and from this I conclude that South Geelong was an effective block post in both directions. The running time between Geelong and the Junction was six minutes and on occasions when trains were due out at 08 25 for Colac, 08 40 for Queenscliff and 08 50 for Wensleydale, the South Geelong Block Post might indeed have been useful.

The Staff and Ticket on the sections Geelong - Queenscliff Junction - Mount Moriac was superseded by large electric staff on 29th March 1900, but the block seems to have been retained between Geelong and South Geelong, apparently for the original purpose of waiting at South Geelong instead of Queenscliff Junction for the required clear road. The block instruments appear to have been retained until the junction was moved into South Geelong.



RAILWAYS of SOUTH GEELONG

THE GEELONG RACE TRAFFIC

The writer has earlier shown that when the Racecourse branch was in use, Geelong Racecourse Junction - Connewarre was opened as a Staff and Ticket station to allow trains to leave and rejoin the main line there. Since 29th March 1900, the junction still needed to be a staff station, but now the normal section was worked by electric staff. This may have been the occasion of the first "Divided Staff", that is, a Special Staff which, after withdrawal, could be separated into two portions that became the Staffs for two short Staff and Ticket sections. I have a copy of a specially printed Staff Ticket, (given to me many years ago by Mr Tom Lalor) for the section Queenscliff Junction - Connewarre, and this seems to indicate that such an arrangement was intended, though not necessarily brought into use.

The General Appendix has this to say: "This line which is 2¼ miles long, leads off the goods siding at Connewarre. Home signals are provided at Connewarre and the Racecourse. It is used occasionally when the Electric Staff is withdrawn and ordinary staff and block instruments substituted, under special instructions to be issued on each occasion." Unfortunately, no copies of the instruction mentioned seem to have survived, and the reference is sufficiently ambiguous to cover either a Divided Staff or the method of opening temporary Staff and Ticket stations described in the General Appendix.

BANK ENGINES

Another addition to the working when the electric staff came into operation in 1900 was the provision of a Bank Engine Key at Geelong "D" Box, by which trains could be assisted in the rear by an uncoupled bank engine through the tunnel as far as the Geelong "D" Up distant signal. The bank engine returned alone from this point. The 1908 General Appendix shows that trains were allowed to be double-headed from Colac to Geelong, but not from Geelong to Colac. By 1913, double-heading was allowed in both directions but assisting in the rear was only allowed for goods trains and then only from Geelong to the Up distant signal.

By 1919, engines were no longer permitted to assist in the front of trains in the Down direction, that is uphill throught the tunnel, no doubt because of the respiratory problems of the crew of a second such engine. Passenger trains had to run through to South Geelong where the coupled bank engine was detached. Even a Royal Train was no exception, and on Tuesday 1st June 1920, the train for the Prince of Wales stopped at South Geelong to detach the bank engine.

SOUTH GEELONG BECOMES THE JUNCTION

Queenscliff Junction disappeared on 5th August 1901 when a new line parallel to the old one was laid in from South Geelong to the point of divergence, and South Geelong became the effective junction.

An interlocking frame of 20 levers, 17 of which were working, was installed there. The front wall of the station building was demolished and rebuilt to accommodate the frame. The (large) electric staff sections then became Geelong "D" - South Geelong - Mount Moriac, while the branch Staff and Ticket section became South Geelong - Drysdale.

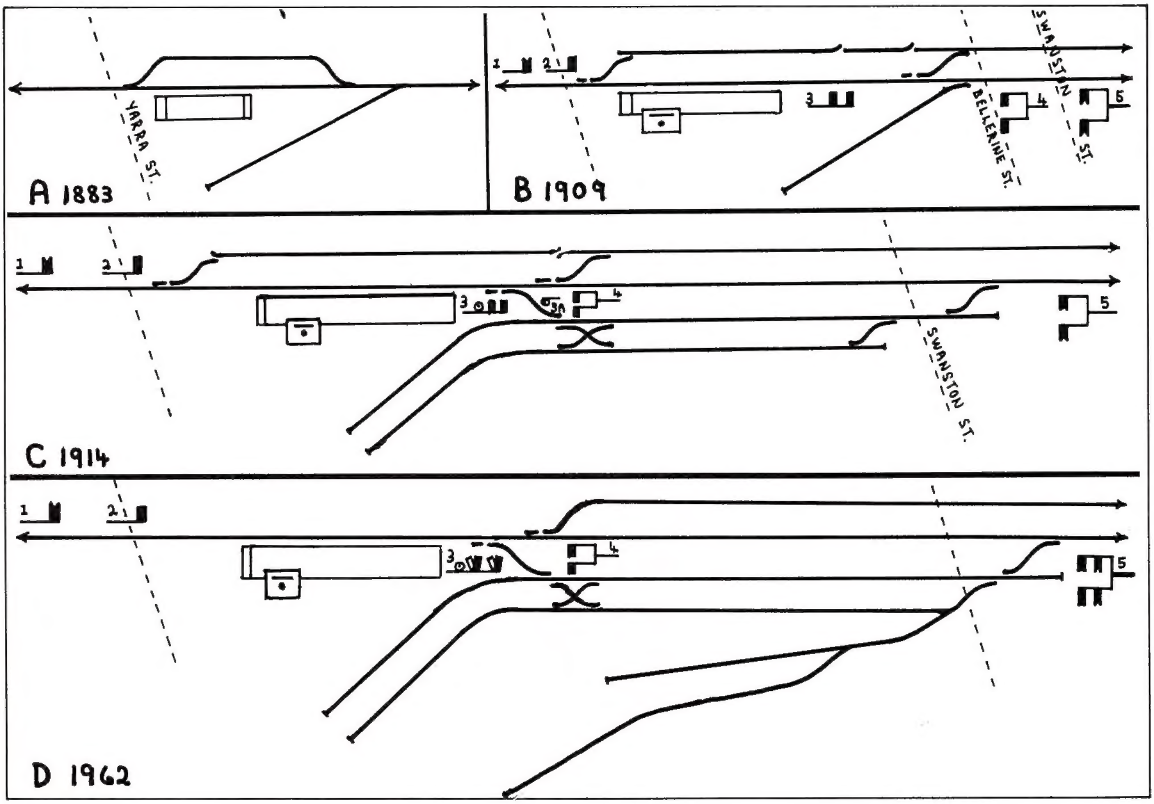


Diagram B shows the arrangements at this time, although the plan it is copied from is dated 1909. The reader will notice that the loop opposite the platform was retained, but is called Siding "A". The connection at the Down end enabled trains to proceed direct from the platform to the Queenscliff line and vice versa. The Down home signal appears to be on the Down side of the Yarra St gates, and while the Up home signals are on a bracket, the Down home signals are two arms on the one post.

THE SHOW AND THE RACES

A number of alterations to the arrangements for the Geelong Show and the Geelong Races took place in the next few years. The Showground, which had been served by a siding on the north side of the Queenscliff line since 22nd October 1891, was moved into the V between the two lines. The grandstand was moved bodily across the Queenscliff line on Sunday, 14th April 1907.

The Racing Club, which had been served by a branch line from Connewarre since 1878 exchanged lands with the Geelong Harbour Trust, the new Racecourse being just south of the new Showgrounds. Both were served by a new siding and platform situated about two and a half miles from Geelong and first used in January 1911 for the Race Meeting. It was staff locked on 13th September 1911. The location was originally called Geelong Showgrounds Siding but it was re-named Geelong Racecourse Platform on 3rd May 1915.

The Military were encamped there in August 1915 so no race meetings were held and no race trains used the new siding until after the war. In about January 1918 the siding was provided with electric staff instruments and facilities for switching in and out with a train.

Immediately prior to the war in 1912 the South Geelong platform had been extended on its eastern end to meet the increasing length of trains. Similar extensions ranging from 100 to 250 feet were carried out at the same time to all the stations on the Geelong to Warrnambool line. A new station master's residence was also provided to replace an earlier structure.

MOORABOOL ST GRADE SEPARATION

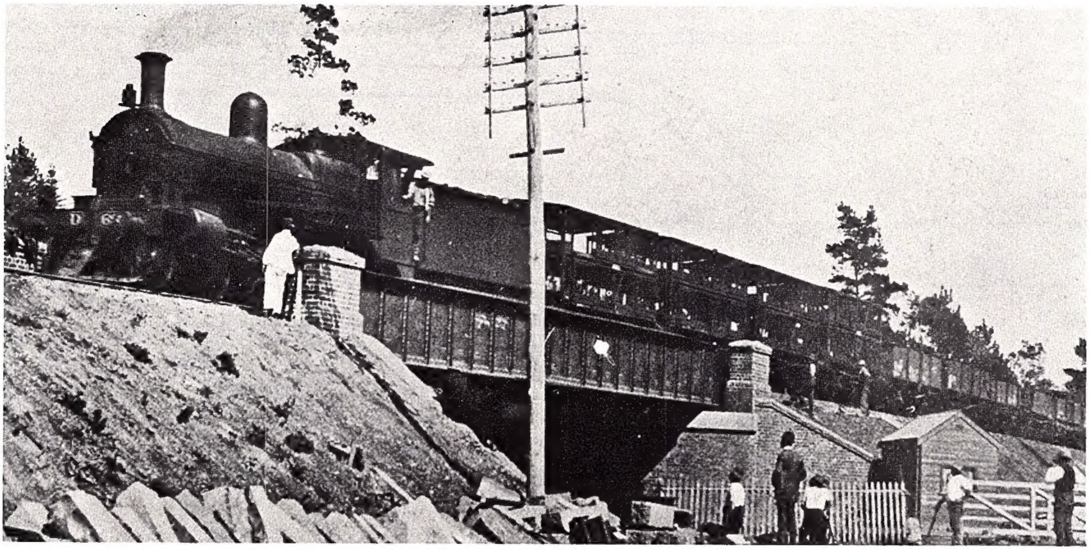
During the period described so far, the line crossed Moorabool St on the level. The crossing was a very busy one but the volume of road traffic was not sufficient inducement to persuade the Railways to undertake a grade separation. The catalyst was the opening of the Geelong tramway system in 1912. The tramway company proposed to lay the South Geelong route straight down Moorabool St to the Barwon River, crossing the railway on the level. The Railway Administration refused to entertain the proposal and only after lengthy negotiations between the parties and the Geelong Town Council was an agreement on the apportionment of costs to raise the railway and carry it across the street agreed upon. This allowed the trams and other traffic uninterrupted passage.

The grade separation work commenced early in 1912. On 1st April 1912, a "ballast siding" was laid in. This siding was, in effect, a diversionary loop around the bridge works. The main line on either side of Moorabool St was raised and an embankment built under it. The spoil for these works was obtained at the racecourse and loaded onto rail trucks at the racecourse siding. Rails were then re-laid on the embankment to assist in the bridge work and to form the basis of the future new main line. The diversionary loop was laid on the north side of the track alongside Carr St with the railway boundary fence being moved out to encroach on the roadway.

The Up end of the loop was at 45 miles 61 chains, immediately south of the Maud St crossing and the Down end at 46 miles 16 chains, almost on the Yarra St crossing and inside the South Geelong Down home signal. This signal post was shifted a little distance sideways to match the alignment of the loop where it converged onto the main line.

The points on the Down end of the "ballast siding" were Annett locked and this arrangement lasted until Monday, 3rd February 1913 when the new bridge and reconstructed main line were used for the first time.

First train crossing the new railway bridge, Moorabool St, South Geelong 3.2.13. (GHRC photo)



CHEETHAM'S SIDING

Cheetham's Siding, serving the nearby Salt Works, dates from 17th September 1909 and it appears that goods trucks were initially taken to and from the siding by the Queenscliff mixed.

Four years later, the 1913 General Appendix shows that "trucks are placed and cleared by special service as arranged from Geelong". This would have meant that the Pilot needed to make special trips to and from Cheetham's Siding, often at times when the Queenscliff train was at Queenscliff, and consequently when the Drysdale Staff was not at South Geelong. The rules for shunting outside the home signal in the absence of the Staff require the shunt to be within sight of the signalman, and this could not be the case with the Cheetham's Siding shunt. This then would account for the installation of the large electric staff between South Geelong and Drysdale which was announced in Weekly Notice 29 of 1913.

FURTHER ALTERATIONS AT SOUTH GEELONG

The year 1914 saw several changes in the yard at South Geelong. Alterations to the layout at Geelong station envisaged the transfer of the wood and coal yards to South Geelong and this necessitated a remodelling of the existing facilities at the latter place.

The level crossing at Bellarine St was closed and replaced by a pedestrian overbridge (Weekly Notice 37 of 1914). This enabled the goods yard to be enlarged by laying in two long sidings parallel to the Colac line and in the Colac direction, with a curved extension running towards Yarra St. The entrance to the new sidings was by a facing connection for Down trains at the end of the platform, and these sidings had an exit onto the Colac line through a staff locked crossover. Two discs were added, one below the Down home signal on Post 3 and a disc on a post (No. 3A) out of the yard in the Up direction. These alterations were completed and brought into use on 7th December 1914.

The plan of the station at this time is shown here in Diagram C and is taken from lithographed signal diagram 71/19. The Down end points of the enlarged yard were staff locked, the key being one of the large electric staffs for the section South Geelong - Moriac. Either danger was foreseen in the illegal use of a South Geelong - Drysdale electric staff to open these points, or perhaps something untoward had actually happened because of this, for what other reason can be advanced for the changing of the electric staffs on the branch from large to miniature as recorded in Weekly Notice 29 of 1916?

It was another 12 years before the miniature electric staff was installed on the main line, and in the meantime the Geelong Racecourse Platform had been made an electric staff station with switching instruments in January 1918 (or thereabouts). The long section was South Geelong — Moriac or South Geelong - Duneed if the latter was open, as occasionally occurred between 17th February 1914 and 23rd August 1919.

Local traffic received a boost from 1921 when South Geelong became the main inwards depot for gravel from the Gherang pits situated on the Wensleydale line. The woollen mills and other industries along the Barwon River near South Geelong also used the station to receive their supplies of boiler fuel (coal and wood) so the place was kept busy during this period.

Geelong - South Geelong was converted to miniature electric staff on 20th June 1928, and South Geelong - Racecourse - Moriac on 18th September 1928. An automatic staff exchanger was erected at South Geelong for Down trains about 1930.

CROSSING PASSENGER TRAINS AT SOUTH GEELONG

The crossing of passenger trains was generally avoided at South Geelong because of the absence of conventional crossing facilities. On some occasions, particularly during holiday periods, passenger trains were timed to cross there. The C circular issued for Christmas 1927 and New Year 1928, for example, shows that on 24th December 1927, P3, the 10 20 Down Warrnambool passenger, due at South Geelong at 12 03, was due to cross the P6, the 09 35 Up Camperdown passenger there; the latter was due at 12 02 and had to "wait for P3". The instructions stated that "The train which has been first admitted to the station may, after passengers have been picked up and set down, be placed on the Queenscliff line, subject to Rule 15 of Appendix VII Book of Rules and Regulations, being complied with, to allow the other train to draw up to the platform; when such train has proceeded on its journey, the first train may be brought from the Queenscliff line and despatched." The train being side-tracked on the Queenscliff line would have stood outside the Up home signal (Post 4) and so Rule 15 prohibited South Geelong from giving Drysdale an electric staff for a train to approach while the main line train was side-tracked there, or from shunting the main line passenger train onto the branch while there was another train approaching. A similar instruction applied when Staff and Ticket was again in use on the branch.

On 1st June 1931, the regular passenger service between Geelong and Queenscliff ceased and a week later, the miniature electric staff was taken out of use, Drysdale was closed as a staff station and Staff and Ticket working re-commenced on the section South Geelong - Queenscliff.

BANK ENGINES

Although bank engines with a Bank Engine Key had been assisting trains through the tunnel and returning from the Up distant signal since 1900, it was not until sometime about April 1933 that a Bank Engine Key was installed at South Geelong enabling trains to be assisted as far as Pettavel and return from there to South Geelong. This was notified in Weekly Notice 21 of 1933.

SWANSTON ST GATES

There have been gates at Swanston St apparently since the opening of the line, but until 1934, the gatekeeper had no way of protecting them with signals. He was then given control, via a ground frame, of the two arms on Post 3, and also he worked the two new arms which had been erected above the bracket distant signals on Post 5. These controls remained until the flashing light installation at this level crossing around 1976. In years gone by the Railways made strong and repeated attempts to close the Swanston St crossing but in every case the opposition proved unyielding.

LENGTHENING OF THE YARD

South Geelong's role as a fuel distribution centre was expanded in 1940 when the State Electricity Commission opened a briquette depot. Two new dead end sidings were put into the depot. On 16th March 1940 the staff-locked connection between the goods sidings and the Colac main line was moved out 200 yards and the sidings lengthened by this amount. The extra trackage was useful for accommodating the sports passenger traffic that came to South Geelong due to its proximity to Kardinia Park Oval and the Barwon River. On those Saturdays when both rowing and league football were held any number of up to seven special trains arrived and were stabled at South Geelong for the afternoon. It was a tight squeeze with six trains and a rail motor, but such arrangements occurred more than once.

No further track alterations occurred until 29 September 1959 when Siding A, the loop opposite the platform, was removed. It is possible that this loop was left intact long after South Geelong became a staff station (1901) for the purpose of receiving bank engines assisting in the rear of passenger trains. Occasionally the bank engine which assisted a passenger in the rear was run round to the front of the train at South Geelong and continued assisting the train, but in the front.

Siding "A" would have been ideal for such a move, but diesel locomotives required only one driver and there would be no particular smoke problem in the tunnel. As a result, such a siding was no longer needed.

The opening of the cement works at Waurn Ponds in 1964 saw very heavy freight trains pass through South Geelong and raised the incidence of Up trains stalling on the grade approaching the tunnel and having to be divided. The onset of winter and using a couple of "Y" classes or a single "T" class to haul a fully laden cement train were the major causes.

COMMUTER TRAINS

Commencing from Monday, 4th November 1968, Geelong commuter trains were extended to South Geelong and the first car park in the station grounds was established. The goods siding was cut short to fit in the car park. Initially, only one train was extended each night and morning, balanced in each case by an empty car train. Before this date, passenger loadings from South Geelong had been light but from now on the traffic levels increased.

The train movements at South Geelong prior to 1982 (when Siding A was restored) were a joy to behold, at least by those not responsible for handling the traffic. Even when there were still only two evening trains, and two empty car trains, the activity was intense. I spent an hour there one night, when there was, in addition, an Up Colac Race Train and I made the following notes.

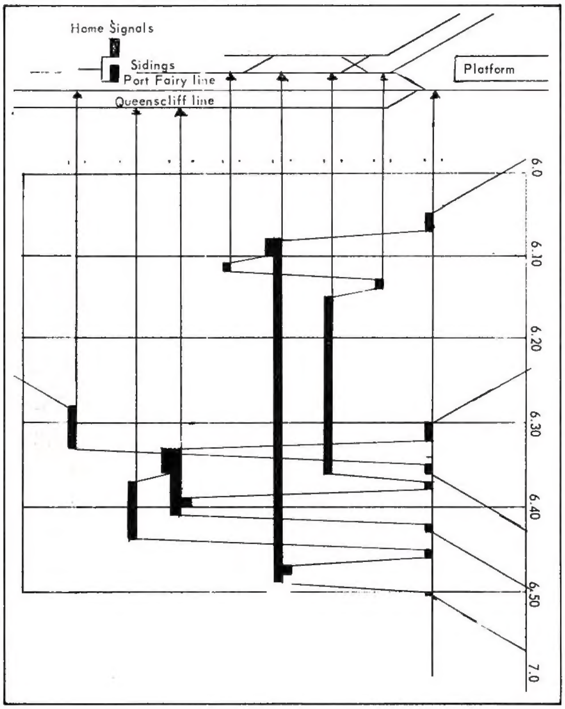
A little before 18 00, the departure signal was heard from Geelong "B" Box and at 18 05 the first commuter train arrived at the platform. I will refer to the engine as E1 and the cars as C1. At 18 07, it moved from the platform to the goods sidings where at 18 10 the engine was detached and had run round and waited at disc signal 3A. At 18 20, the Colac Race Train stopped at Up home signal Post 4 and whistled. At 18 30 the second commuter train (Engine E2 and Cars C2) arrived at the platform and by 18 33, it had drawn ahead onto the Queenscliff line. This freed the platform and the single line section for the Race Train which stopped at the platform from 18 35 to 18 36. At 18 37 engine E1 moved to the platform and backed onto cars C2, standing on the Queenscliff line, the engine of which, E2, had been detached a moment before. The Race Train cleared Geelong "B" at 18 43, and by this time the first empty car train, with engine E1 and cars C2 had come into the platform from the Queenscliff line and left for Geelong at 18 44. Engine E2 could then move from the Queenscliff line via the platform to the goods sidings where it was attached to cars C1 and from which it departed for Geelong at 18 50, when the first empty car train had cleared the section.

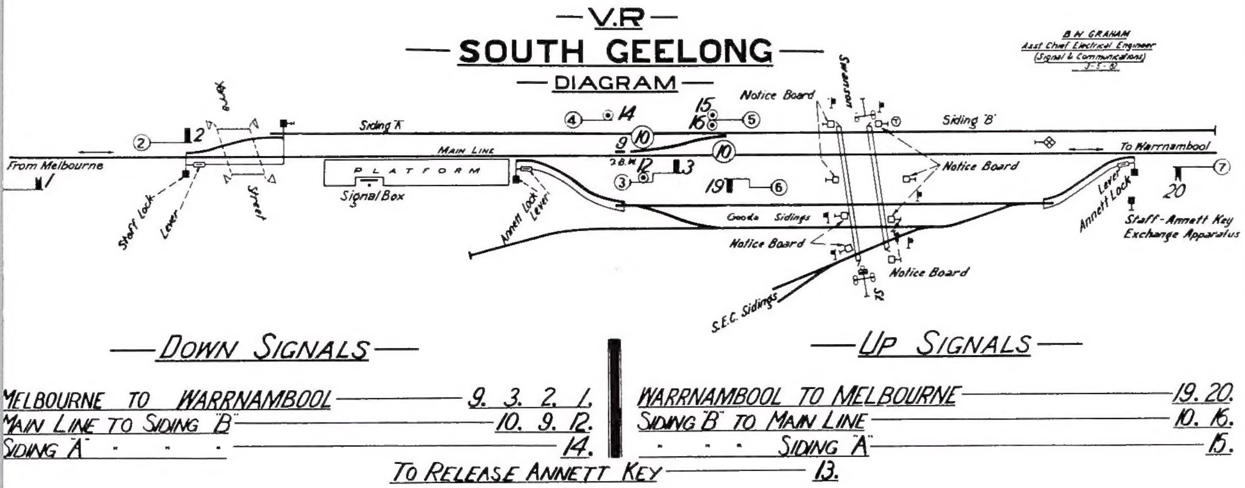
Although vans in the rear were then generally compulsory, empty car trains on this section were an exception, and the tail light on at least one of these trains was the guard's hand lamp standing on the floor of the open concertina door of the last car.

This was the occasion, (or maybe only one of the occasions), when the S circular didn't allow for the meeting of the Race Train and one of the empties; the times suggested that they would meet in the tunnel.

It was as well that I understood the principles of single line electric staff working, otherwise the light-hearted conversation between the signalman at South Geelong and the Train Controller at Geelong would have been disturbing. The movements of the three trains can be traced on the graph reproduced here.

By 1979, the number of local trains to South Geelong had increased, to 8 each way a day, plus the balancing empties or light engine movements as one or two car sets were stabled overnight. On occasions when an "S" class was used on the Down, the Up light engine movement was rear end first, or sometimes a "W" or "Y" class Pilot was despatched to do the job.





On the following morning the "S" class would be piloted rear end leading by a "W" or "Y".

There was some talk of an island platform there, which would have been a most interesting acquisition. Perhaps one of the non-token single line block systems would have been introduced at the same time. However, the need for economy, as usual, restricted the improvements to the replacing of Siding "A", which now extends across Yarra St. The Up end points pose no particular problem in being staff-locked as they are only used by engines, and then only when the electric staff section is clear.

The Down end crossover was moved out about 175 feet, and the Down departure home signal out a similar distance. The points leading from the platform to the goods siding, being rarely used, and no longer used for empty car trains, could be Annett locked. The automatic staff exchanger was also removed at this time (1982).

The gate-keeper at Swanston St had for some time been replaced by a flashing light installation, and so, the controls on the Down home signals, and the Up home signals themselves had been removed. The Queenscliff line had become Siding "B" and as the branch no longer required a distant, Post 7 is now a single distant arm.

The success of South Geelong as a commuter station has assured its position and earned it a new station building. After 99 years service the original station office was demolished in October 1983, due to structural defects, and replaced by a structure more in keeping with South Geelong's role.

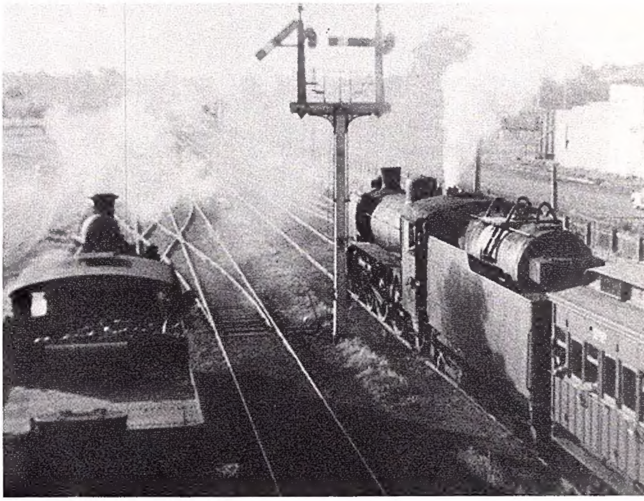
Goods traffic is now light and comprises a few truckloads a day of char and briquettes for factory fuel, delivered once a day by the pilot from North Geelong.

In terms of train movements, South Geelong is as busy as it has ever been, and operates from around 03 00 to 20 00 each day. There are now 18 regularly scheduled trains each week day consisting of the Warrnambool, Waurn Ponds and South Geelong freight services, eight morning and four evening commuter trains and three Warrnambool passenger trains.

The new station building and the presence of InterUrban and InterCity 'N' Car Services puts South Geelong firmly in the twentieth century yet one anachronism remains — the hand operated railway gates at Yarra St. Many times smashed and many times replaced, these relics of the original 1883 facilities are reminders of the days when the South Geelong station was the only building in the paddocks down south.

In conclusion I acknowledge the assistance of Athol Richardson and Norman Houghton in the preparation of this article.

South Geelong goods with D class loco in charge, waits while A2 on passenger duties passes. Late 1950s. (GHRC photo)



Flexitime and the Railfan

COLIN PIKE

With the advent of flexitime and rostered days off, it is now possible for railfans to plan ahead and organise train watching outings. It was with this in mind that a friend, Graham Thomas, and myself planned such a day.

On Fri.7.9.84 we departed from Glen Waverley at 07 35 by car. The plan was to head for Wallan. We drove through Warrandyte, then proceeded through Diamond Creek and on to Whittlesea. The formation of the former line from Epping to Whittlesea is still clearly visible in a lot of places, even level crossing fences and platforms are still intact. As we neared Wallan two third series T class flashed through the level crossing with the Up Cobram pass. The consist was a van and three N cars. Wallan is a fairly quiet place these days and many off register vehicles are stored there. These include; U vans, GY trucks and L sheep vans. Three water tanks are still to be found in the yard. At 08 59 the Up *Spirit of Progress* hauled by 42208 roared through.

We then decided to drive on to Heathcote Junction. At 09 20 the Up Albury pass. with S313, three N cars and a van rolled by followed by T381, three N cars and a van at 09 50. The weather was improving by this stage and we were enjoying our day as the sun tried to break through. At 10 08, a 422 with nine carriages sped through on the Down *Daylight.* We drove on to Wandong and noted RM64 on the railcar service from Seymour. We continued on to Kilmore East along some back roads and we set up our equipment on the Down side of the station on a very nice curve. At 10 50, another 422 drifted through on a short Up goods.

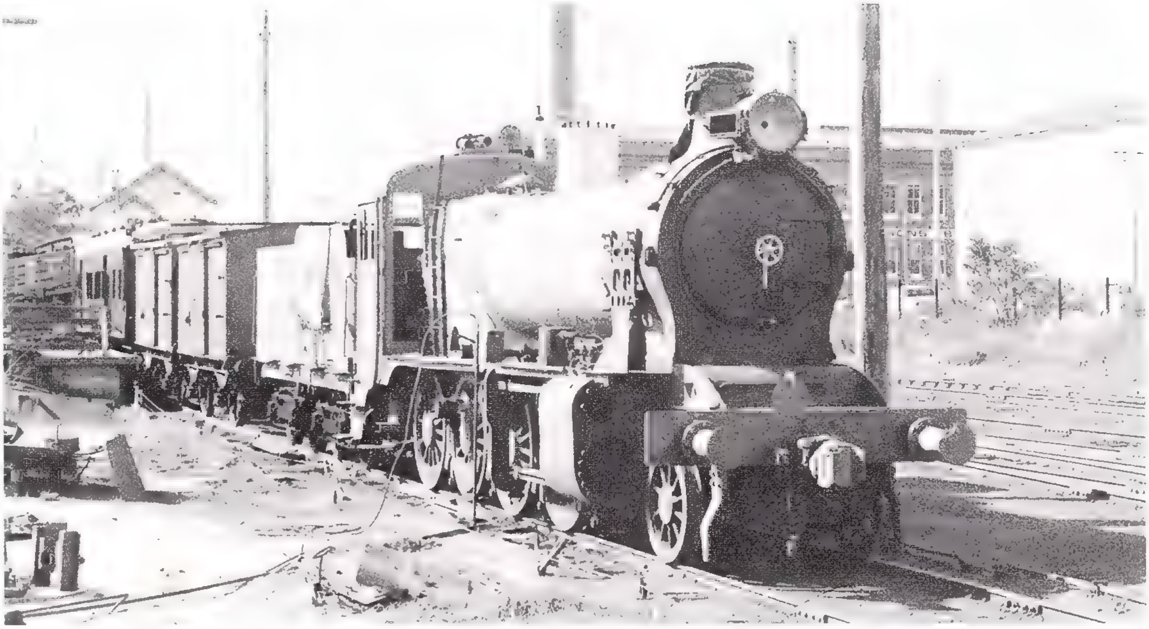
Soon after at 11 00, T349 rolled by on a Down goods consisting of 15 GYs and a CA van. At 11 19, a whistle was heard in the distance. Soon the rumble of GM diesel motors was heard as T325 and X42 scurried by on the Down Apex quarry train. We had lunch by the trackside in anticipation of seeing a few more trains but things had become very quiet by this time.

After lunch we decided to drive to Kilmore and cut across to Kyneton. Just out of Kilmore the formation of the former Lancefield to Kilmore line, closed in 1904, is still clearly visible. We arrived at Kyneton and inspected the station area. The buildings are bluestone and are in good condition. The goods shed was empty and looked as though it had not been used for some time. The station still has the water tank incorporated in it and the water crane, signal box, and railway gates are still intact. As it was extremely inactive trainwise we moved on to Castlemaine. We noticed that two water cranes are still in place one at each end of the station. We parked the car near the Byron Jackson factory. We then inspected the Castlemaine and Maldon Railway rollingstock in the yard. K160 was stripped of boiler cladding and the boiler was painted silver. The pistons were out of their cylinders and the connecting rods were off. Apparently all the small tubes will be replaced. K157 and J549 are stored in the middle of the yard near where the turntable used to be. C and MR carriages are also being restored. A BCPL and a BW were nicely painted.

After obtaining some more film in Castlemaine we headed for Maldon. We called in at Muckleford but only a loop remains. At Maldon things have really progressed. The yard has been cleaned up and the platform road relaid. A cyclone wire enclosure has been erected near the site of the former loco depot. The ash pits have been cleaned out and the turntable beams have been uncovered. Unfortunately both beams had been cut through the centre with an oxy torch some time ago. A walk along the formation reveals that some two kilometres of track have been restored. The formation of the former branch line to Shelbourne is still clearly visible. Longer sleepers indicate where the

points used to be. We had a chat to one of the C and MR workers. He advised us that 100 trees had been planted recently to beautify the station area. We then drove to Daylesford. The preservation group have the station area nice and tidy and several railcars were lined up in No. 2 road. The rain was pelting down by this stage so we didn't inspect the turntable. It was now 17 20 so we decided to head for home. We drove through Woodend where a large quantity of rollingstock was noted in the yard. As we neared Diggers Rest we noted two Y class hauling the 17 15 Down Sunbury pass. consisting of four red cars with a BCE in the rear. The Y class locos were painted in different colour schemes, one in the original blue and gold and the other in the new V/Line orange, green and grey. As we neared the crossing, DRC43 with a rebuilt Harris trailer drifted into the station on the Up service from Kyneton.

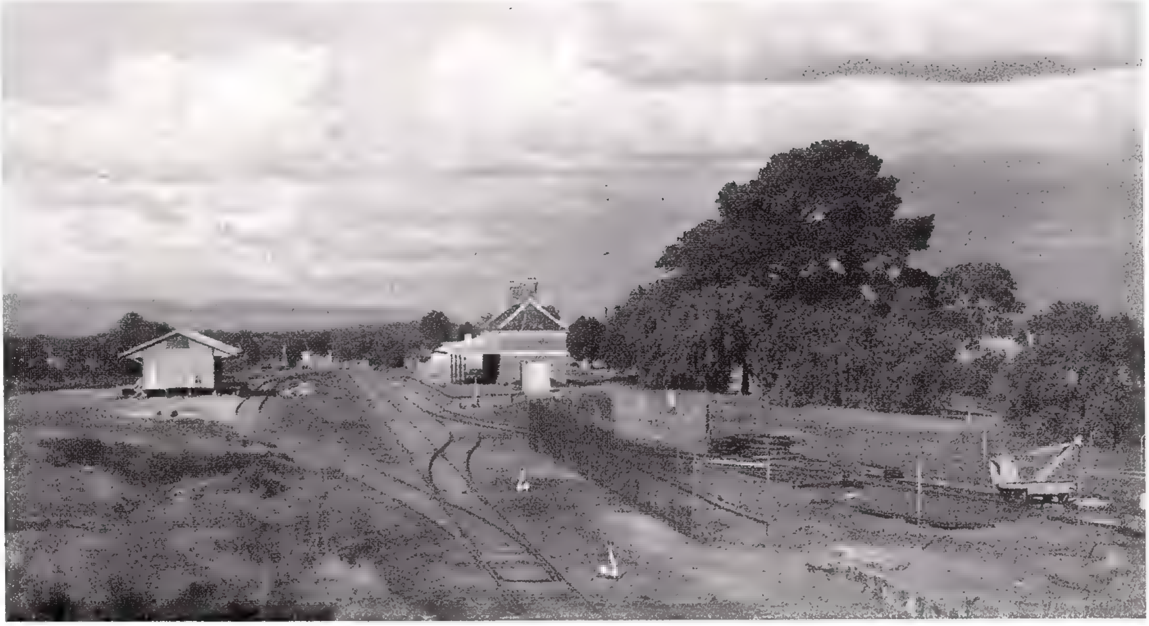
So ended a very worthwhile day of train watching with some fourteen trains noted in all.



Left: T349 at Kilmore East on a Down goods. 7.9.84.

Above: K160 stripped down in Castlemaine yard.

Below: Restored station area Maldon, 7.9.84. (All photos Colin Pike)



743

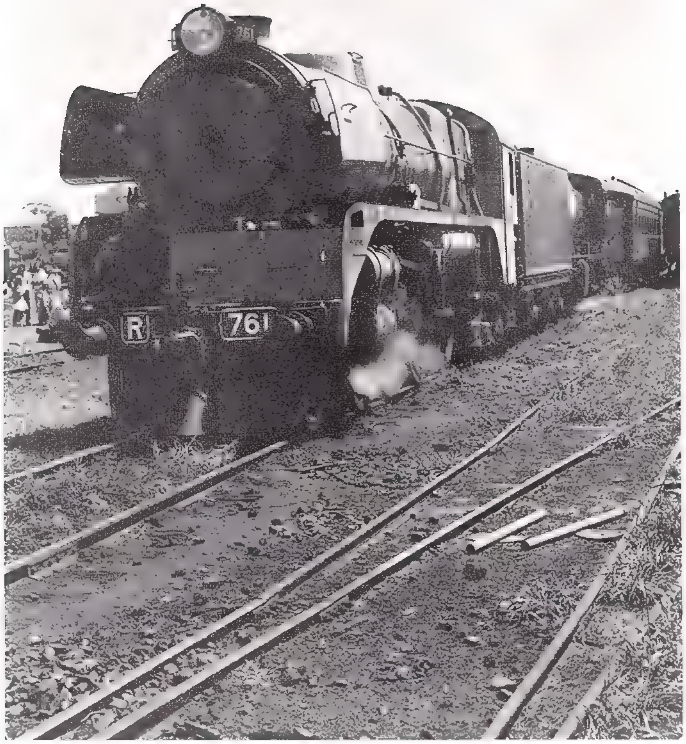
R CLASS PAST AND PRESENT

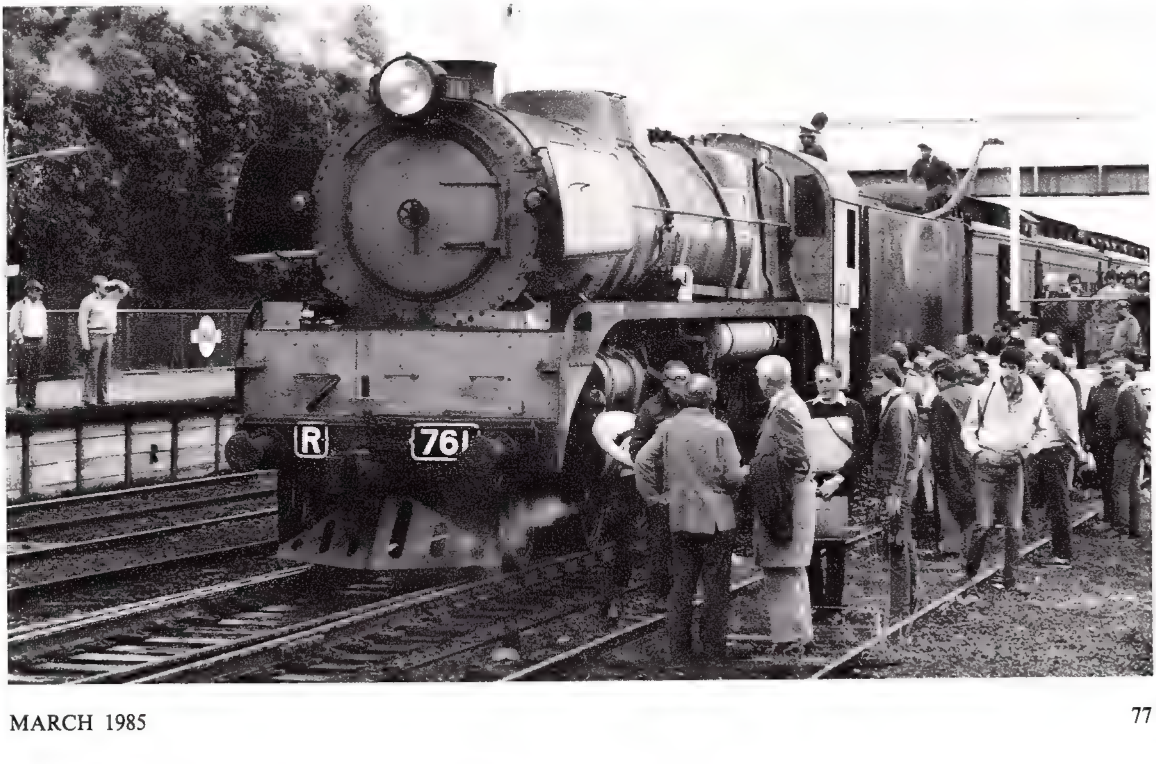
Opposite: R743 gets underway from Maryborough yard with a goods train. February 1965. (Terry Curtain)

Opposite below: R709 at the head of the Swan Hill passenger train proves a source of fascination to young and old alike. Bendigo May 1964. (Terry Curtain)

Right: In the Steamrail compound at Newport R761 hauls passensgers for the first time in ten years. Sun.16.12.84. (Ken Williams)

Below: Still in grey undercoat R761 pauses for water at Sunbury during the load test run to Woodend on Wed.19.12.84. (Ken Pakes)





Western Line Action

GRAHAM WITHERS

On Sat.16.6.84 I woke at 07 30 and peered through the curtains to be greeted by an overcast sky, but as it appeared to be clearing to the West, I decided it might be worth the coverage on the Western line. I'd made a late start so my first stop was North Melbourne Junction where I snapped X46 + 930 on the Up *Overland* at 09 01.

My next stop was West Footscray where I shot B79 on the 07 45 pass. from Ballarat. 42204 rolled past Tottenham at 09 45 with the Up *Spirit of Progress* and then it was off to Deer Park just in time to catch BL31 on 9120 Up goods at 10 10 under a very overcast sky. The next train to be photographed was Y110 at Ardeer hauling an Up ballast through heavy rain, and then I was off towards Melton and clearer skies.

I next came across 935 + 933 climbing away from Melton on 9146 Up goods at 11 05. Barely 30 minutes passed before the next train, stock special No.9130 hauled by X45 and T362, rumbled past the distant at Rockbank and this was followed at 12 15 by the arrival in No.2 road at Rockbank of S302 + S313 on 9124 Up Jet for a cross with 9121 Down goods. 9121 arrived hauled by C508 and changed crews before departing at 12 30 and ran to Parwan where it was stabled with a defective locomotive. X41 arrived at Parwan at 13 15 on the Down 12 30 Ballarat pass. whereupon it ground to a halt and the crew successfully sorted out a problem in the electrical cabinet after several minutes. I was told at Parwan that a replacement engine was coming from Melbourne to take on 9121 goods but in the meantime another Up Jet was due, so I followed the pass. to Ballan and found C504 waiting in the rain on 9114 Up goods.

After taking a shot of the Down pass. departing Ballan I headed back after C504 which I found grinding to a stop whilst descending the horseshoe with badly smoking brakes at the rear of the train. After a quick check by the crew, 9114 was rolling once more and crossed 9121 at Parwan at 14 33. C510 was the replacement loco on 9121 and as soon as the Up goods had cleared C510 departed in light rain. No sooner was this loco underway than it too ran into problems, having crossed Rowsley bridge at a steady 35 mph, the greasy rails on the climb ahead proved too much and the train promptly stalled. After 30 minutes of heavy sanding and careful throttle manipulation C510 was finally making headway up Ingliston Bank, reaching Bank Box Loop at 15 25 where it ran its train into No.2 road.

At 15 36, C506 + Y145 rolled through Bank Box Loop on another Up goods and at 15 50, X40 + X41 came down Ingliston bank on the Up 14 45 pass. from Ballarat. Once the pass. had cleared, C510 now in dry conditions easily lifted its train out of the loop to continue its journey westward. After taking a departure photograph I headed back to Parwan only to find S307, S312, X46 and 937 on 9129 Down goods where it had just crossed the Up Ballarat pass. at 16 20.

This loco combination rated a definite chase back up to Bank Box Loop where I captured the GM-ALCO combination battling against gravity and a chilling south-west wind in the fast fading light. With this train gone I began the journey home, but on reaching Parwan, came across yet another goods — No.9131 led by Alco's 933 + 935 returning to Adelaide. Shooting wide open at 1/30th of a second, this train made a final, fitting photograph to end a busy day on the Western line.

X46 and X52 drift down Ingliston Bank with a Down Jet under a clear sky on 10.8.77. (Peter Watts)

An A Class Run

BILL ABBOTT

Peter Barry's "An A Class Run" in September *Newsrail* gives some very good timings on the North East line for the repowered B class locos, with a light load of five cars.

From Broadmeadows to Heathcote Junction the line rises 737 ft in 22.7 miles, an average of 32.5 ft/mile (1 in 166), or 32.5 x .424 = 13.8 lb/ton (2240 tons) grade resistance, .424 is the conversion factor for old long tons, .379 U.S. short tons of 2000 lb, and .418 for metric tonnes of 2205 lb.

But A77 made a standing start at Broadmeadows, and although it is not recorded, assuming the train crested Heathcote Junction at 55 mph — the increase in power required to accelerate the train makes the virtual grade higher than the actual average grade. This increase is due to the gain in momentum or "velocity head" for 55 mph, and is calculated from the formula:
$\text{v.h. (ft)} = .035 \times V^2 \text{ (mph)}$,
and is 106 ft for 55 mph.

Adding this v.h. to the actual rise of 737 ft gives 843 ft, or 37.1 ft/mile (1 in 142), equivalent to a grade resistance of 15.8 lb/ton i.e. 14% more.

Time for the 22.7 miles was 22-31 an average of 57.9 mph. Compare this with the original *Spirit of Progress* table with 550 tons plus loco and the S class 4-6-2 of 34 minutes, equal to 40 mph average! Rolling resistance at 57.9 mph ($4RR = 4 + .002 \times V^2$) is 10.7 lb/ton, making the total average tractive resistance 15.8 + 10.7 = 26.5 lb/ton.

Peter Barry did not give the weight of the train, but an educated guestimate would be 110 (loco) plus 5 x 42 = 210 (cars), a gross of 320 tons. Victorian nominal loads can be very much overweight, unless they are fully loaded, especially vans.

The train's tractive resistance would be 26.5 lb/ton x 320 tons = 8500 lb, and applying the basic h.p. formula of:

$$\text{h.p.} = \frac{\text{t.r. (lbs)} \times \text{M.P.H.}}{375}$$ we get 1310 rail h.p.

With modern AC alternator technology, the transmission efficiency of the electric drive is around 86% — so the rated h.p. at the input flange of the alternator would be 1310/.86 = 1525 h.p., or only about 68% of the maximum output of the new 12 cylinder turbo charged EMD engine at 2250 rated h.p.

So A77 had plenty in hand and would not be running on notch 8 all the way, except up the steepest 1 in 50 pinnacles, or accelerating up to maximum speed. With a gross train weight of 320 tons, the power to weight ratio is:

$$\frac{2250 \times .86}{320} = 6.0 \text{ r.h.p./ton, enough fot 90 mph plus}$$

on a good level track!

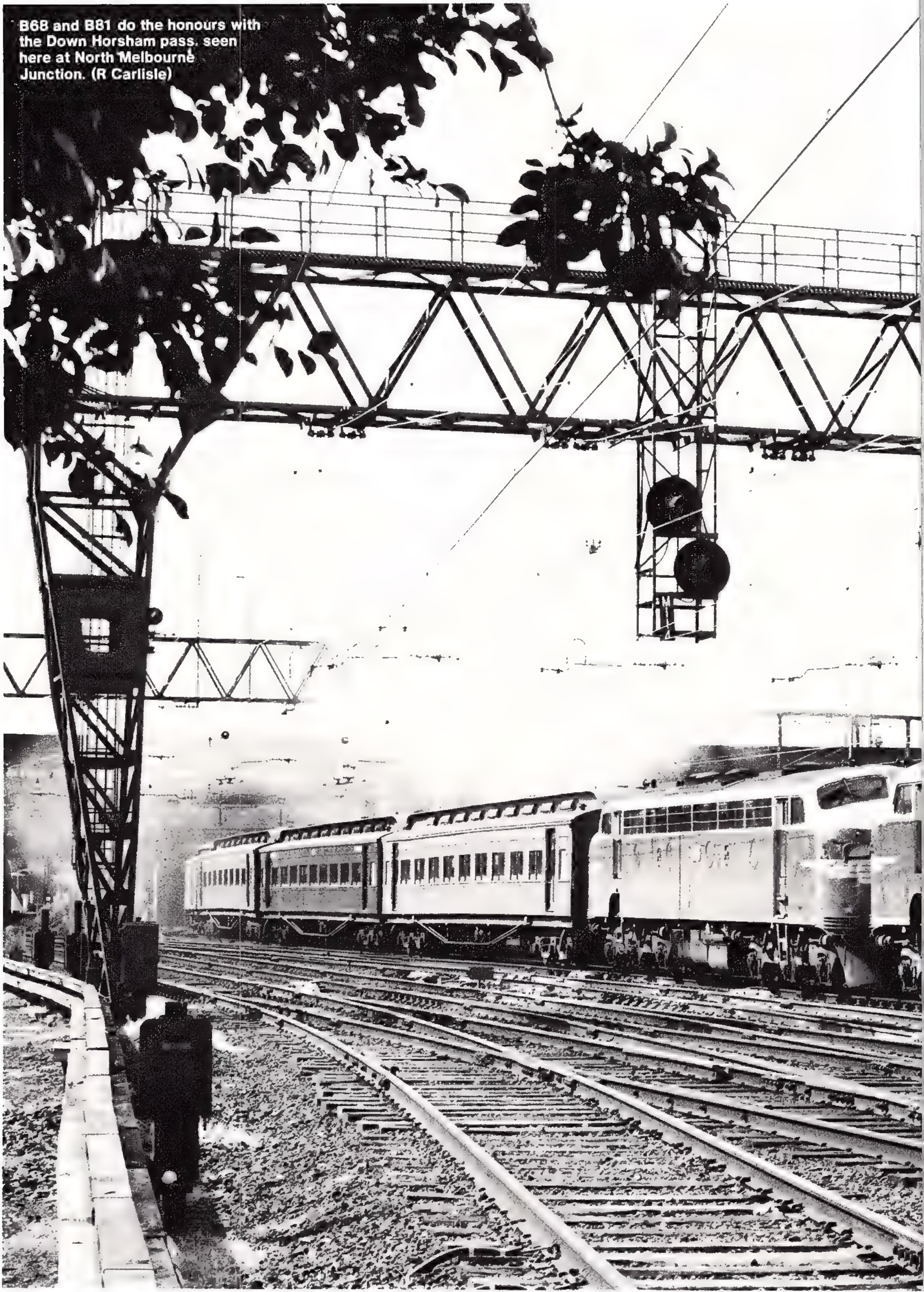
With 320 tons gross, a 2000 h.p. X class, which develops about 1660 r.h.p. in good conditions, would have been able to hold the same times, but as a near flat out run.

On the shorter but steeper Donnybrook to Beveridge section, a climb of 259 ft in 5.3 miles (49 ft/mile or 1 in 108), run at an average speed of 60 mph, gives a tractive effort of 10,200 lb and 1635 r.h.p.

For those interested in D-E loco performance, the table below gives estimated performance balancing speeds from 2 to 6 r.h.p./ton.

r.h.p./ ton	Level	1 in 200	1 in 100	1 in 75	1 in 50	1 in 40
2	63	41	27	22	15	12
3	74	53	38	31	22	18
4	83	64	48	40	30	24
5	90	72	57	48	36	30
6	94	78	65	56	42	36

The morning peace of Heathcote Junction is disturbed by A71 as it thunders through with the Up Albury pass. on Sun. 7.10.84. (Terry Dexter)



B68 and B81 do the honours with the Down Horsham pass. seen here at North Melbourne Junction. (R Carlisle)

General News

Fingers Crossed Department: It appears that the Mornington Railway Preservation Society has applied to the Federal Government for a Bicentennial grant to restore A2 986 to working order, and to run it on excursion trains throughout Victoria and South Australia in 1988. The MRPS believes that 986 is the best A2 available for restoration. (CR)

Transport study: V/Line is to make a detailed study of all transport services in the Goulburn Valley and Mooroopna residents are being urged to have a say in the study. Transport Minister, Mr Crabb, said the reviews were aimed at improving transport in non-metropolitan areas during the next year. They would help provide the most effective and efficient public transport network throughout Victoria.

Preliminary work on the study started in January and it should be finished at the end of March. The study area will take in the shires of Nathalia, Deakin, Waranga, Cobram, Tungamah (west of Katamatite Road), Shepparton, Rodney, Violet Town, Euroa and Goulburn (north of the Hume Highway), and the cities of Echuca, Shepparton and Kyabram.

Mr Crabb said further studies would be made in the Latrobe Valley, starting in March, the North-West Region in May, the Western Region in July, the Northern Region in September, and the North-East Region in November. Each study would take about three months, and would be undertaken by a study team of V/Line officers who would examine the total operation of public transport in each area.

Each study also would be advertised widely in local media, and written submissions would be sought from interested people and organisations. (MT)

Grain system working: V/Line's handling of the 1984-85 grain harvest had shown that the system was working well, Chairman and Managing Director, Mr Keith Fitzmaurice, said recently.

Mr Fitzmaurice said the harvest was now almost completed with the exception of a few acres in the southern part of Victoria. Mr Fitzmaurice said that receivals into the Grain Elevators Board's system had now topped the three million tonnes mark. "To date, V/Line has achieved more than 90 per cent of its target for grain movement for the 1984-85 harvest period," he said.

"We will now be working closely with the GEB over the next 10 months to clear country stocks before the next season. Given adequate shipping we expect to have no difficulty in clearing all country stocks to the export terminals and domestic users before the 1985-86 harvest.

Mr Fitzmaurice said the development of the central receival point system, in conjunction with the GEB, had demonstrated again that the overall grain handling and transportation system could handle a bigger harvest. Indications were that grower delivery delays at receival points had also declined significantly.

Mr Fitzmaurice said V/Line had moved for the first time more than 80 per cent of the harvest in large bogie hopper wagons (VHGY's) and had used GY wagons for less than 10 per cent of movements. (FS)

XPT into Victoria: Rumour has it the *XPT* is expected to be running to Melbourne by sometime in June of this year. The *Southern Aurora* will be completely refurbished and the *Spirit of Progress* will cease running.

NSW wheat: The Australian Wheat Board will encourage growers in border areas of NSW to deliver wheat to the Victorian and Queensland systems. Delivery of southern Riverina wheat to the Victorian Grain Handling System will save up to $6 a tonne on handling charges. (FS)

Victoria Day: That famous target for complaints, the Ministry of Transport, was heaped with praise from commuters recently as free public transport was provided to celebrate Victoria Day. But there were still complaints from those who wanted more for nothing, and from the Australian Railways Union, which claimed that too few staff had been rostered to run the free service properly. (IBB)

Report — V/Line overmanned and inefficient: An internal report says V/Line is overmanned and inefficient and has unprofitable lines that could be closed. It says V/Line made an operating loss last financial year of $262.2 million. For freight and passenger services combined, V/Line's revenue made up only 45 per cent of the cost of maintaining and running the railway. Passenger fares covered only 25 per cent of the cost of the passenger network.

The XPT heads out of Melbourne on a demonstration run to Tullamarine Loop, Sun.17.2.85. (R P Dunbar)

The report, which analyses V/Line's rail operations last financial year, says track closure is an unattractive way of cutting costs, but on four lines — Portland - Mt Gambier, Bairnsdale - Orbost, Korumburra - Yarram, and Camperdown - Timboon — freight transport does not even cover the cost of running the trains.

The Minister for Transport, Mr Crabb, said the leaked document showed the financial reality within V/Line; improvement would be a long, slow haul. He said that last financial year V/Line passenger numbers increased by 11 per cent to more than four million, representing the start of a slow recovery.

The report said revenue received for freight transport paid only 55 per cent of the cost. The remainder was paid by V/Line. Half the freight transported by V/Line paid for only 12 per cent of the total freight revenue. It said 800,000 tonnes of freight was transported at a cost to V/Line of $3.9 million.

Grain was the only commodity that came near paying full costs last year the report said. For passenger transport, $28.3 million in fares was collected to run services which cost $127.7 million, making up about 25 per cent of the total. (IBB)

22,616 tonnes: daily grain target: Much of the Wimmera's new-season grain harvest would go to Portland, V/Line announced recently. It said the railways train-running program aimed at shipping 8316 tonnes of grain to Portland each week day of the harvest.

Daily shipments of 22,616 tonnes would go to Geelong and Portland seaboard terminals combined. V/Line said it expected to carry 4 million tonnes of wheat, barley and oats in the current financial year. Last year the railways carried 3 million tonnes of a record financial Victorian grain crop of 5 million tonnes.

Here is V/Line's train running program for week days of the 1984-85 grain harvest —

To Portland: One train, 1,050 tonnes, from the Carpolac line; two trains 1,815 tonnes from, from central receival points at Jeparit, Nhill and Dimboola; one train, 1,815 tonnes, from Beulah central receival point; one train, 1,815 tonnes, from Warracknabeal and Murtoa central receival points — total to Portland, 8,316 tonnes daily.

To Dunolly: One train, 990 tonnes, from Meringur, Yelta and Carwarp — total 990 tonnes daily.

To Geelong: One train, 990 tonnes, from Speed and Woomelang central receival points; one train, 990 tonnes, from the Ouyen to Linga area; one train, 1,320 tonnes, from Donald and St Arnaud; one train, 1,320 tonnes, from Berriwillock and Wycheproof central receival points; one train, 1,320 tonnes, from Quambatook, Boort, one train, 1,320 tonnes, from Elmore and Echuca central receival points; one train, 1,320 tonnes, from Murchison East and Echuca central receival points; two trains, 1,320 tonnes each, from Oaklands and Yarrawonga central receival points; one train, 990 tonnes, from Tocumwal — total to Geelong, 12,210 tonnes daily.

To Sunshine: One train, 1,100 tonnes, from the Kooloonong line — total, 1100 tonnes daily. (PJM)

Freight revenue up almost 40%: Even though the first half of the business year was fairly quiet, V/Line increased its overall freight revenue by almost 40 per cent over the 1982-83 year. This represents a tonnage increase of 22 per cent.

V/Line's more market-oriented approach to freight contributed significantly to an increased use of the railways for transport of commodities like stone, timber, steel, sand and cement. However, the transportation of grain represented a massive 33 per cent of the year's freight revenue — and the year's major freight task.

Growers experienced an all-time record harvest and V/Line was called on to move 5.3 million tonnes instead of the estimated 4.4 million.

Talks with the Grain Elevators Board resulted in the setting up of an improved handling system for the crop. Fourteen sites were designated Central Receival Points for grain, and after these were filled, 70 silos were used as overflow points. After these were filled, 143 earth bunkers were used to store excess grain.

The new approach brought about much better use of bogie hopper wagons, reduced the use of GYs, improved the availability of locomotives and increased staff productivity. (MT)

First train to the new Westona station is Comeng Supertrain 45. 21.1.85. (Bill Gras)

Traffic

PORTLAND LINE & BRANCHES

Portland movements: There were three light engine trips from Hamilton to Portland and back for crew training on Sat.5.1.85. The first trip consisted of two S class locos. The second trip used B74, arrived Portland 13 10, dep. Portland for Harbour 13 26, dep. Harbour Points 14 02. The third trip also consisted of B74, arrived Portland 17 37, dep. Portland for Harbour Points and then Heywood 18 16. (KE)

Loco Sightings at Portland: Sighted at Portland, Sat.5.1.85: S300 and 305, T378, Y140 and 159. (KE)

WARRNAMBOOL LINE & BRANCHES

Small engine passenger trains: T class locomotives regularly run No.8235 pass. to Warrnambool and return on No.8286 to Melbourne. The use of T class locomotives results in slower running and therefore later arrivals.

On Tues.8.1.85, T339 on No.8235, developed a hot box and was replaced at Colac by Y117 off an Up ballast. Y117 ran the train to and from Terang, and buses made Warrnambool connections. On the up, Y117 ran 8286 to Camperdown where T394, which had run light from Geelong took over from Y117 and ran 9206 goods that night.

Some times were: No.8235 Camperdown arrive 16 03 depart 16 07, Terang arrive 16 28. No.8286 Terang depart 17 19, Camperdown arrive 17 40 (detach Y117, attach T394) depart 17 46. Light engine T394 departed Colac for Camperdown at 16 57. (WDSRS)

SERVICETON LINE & BRANCHES

CTC Report — Ararat and Wolseley (SA), 7.2.85: In the section Wolseley to Murtoa, clean up work is continuing with old signalling and sidings being removed. For example the back platform road at Kaniva has completely gone. Refer August 1984 edition of *Newsrail* for details of new work. Between Murtoa and Ararat; Lubeck, Deep Lead Loop, and Great Western Loop, are complete and in service with the marker lamp on the departure homes turned away so that only one light is displayed. The repeating signals each side of the loops display yellow over yellow or green over yellow and these are fully installed. Repeating signals are rare on the V/Line system, it is unusual to have so many in such a small area.

Murtoa: Complete and very similar to Dimboola. The Down departure home, (entry to CTC section), has gone and the Up arrival light, (exit from CTC section), is now an automatic, closer to Murtoa, and able to display reduce to medium. The arrival homes at Murtoa have 'A' lights. Warracknabeal line has a 2 position light signal; track work unchanged.

Lubeck: All connections to Bolangum line have been removed and all old signalling cleaned up. The Down departure homes are on the old signal bridge. The sidings are switch locked off No.2 road.

Wal Wal: Not inspected but facilities removed years ago.

X32 and T320 slog up Warrenheip with a bulk wheat train. X32 detached at the 'Heip. 30.3.84. (Les Gunn)

Up Jet arrives at Tottenham yard hauled by X45 and B84. Mon.25.4.77. (Garry McDonald)

Glenorchy: All signalling removed including posts. Wheat siding and No.2 road connected as a staff locked siding.

Deep Lead Loop: Fully operational with temporary staff hut and signalman.

Deep Lead: Not inspected but all facilities removed years ago.

Stawell: Unchanged from report in December 1984 *Newsrail.* All signalling operational. It is available for crossing trains and still a staff station. New signalling posts at Down end installed but no heads fitted.

Great Western Loop: As for Deep Lead.

Great Western: All facilities disconnected including the Seppelt's siding at Great Western.

Pyrenees Loop: Signalling and wiring still being installed. The Up departure home (main line) is complete and is temporarily the repeating signal for Ararat. (Yellow over yellow, or green over yellow).

Ararat: 'B' Box and all mechanical signalling removed. Track layout altered to allow shunting along the shunting neck while trains arrive in No.2 road. Three position signalling installed. Relaying gang working on to Maroona.

Ballarat East Depot sightings:
B68, 75, 82.
D3 639 — Spirit of Ballarat.
S307, 310.
T341, 345, 354, 366, 375, 381, 392, 406.
W260.
Y142, 150, 151. (KE)

V/Line locos in SA: The following V/Line locos have been seen recently in South Australia: *The Overland* passenger train from Melbourne was sighted passing through Mt. Lofty hauled by the following locomotives:

Sat.8.12. X48, X47
Wed.19.12. X45, S312
Sat.29.12. X49, S312
Mon.31.12. X50, S312, 831 (possibly dead hauled).

On Sat.8.12, whilst the reporter was passing through Mile End on an Up Bridgewater railcar, 942 and X51 were seen entering Mile End loco depot at 08 25.

Sat.15.12, an unusual combination was seen near Mile End. C502 and X54 hauling 802 (diesel-electric) English Electric shunting locomotive. On this same day at 12 25, the Down Bridgewater passenger railcar crossed 942, X46, X47 on an Up Mile End goods at Long Gully.

Wed.19.12, X48, X52 were on a Mile End bound goods train seen at 10 30. It is interesting to note in the above listing the number of consecutive X class locomotives sighted in a short period (i.e. X45 to X52 and X54) especially as the sightings were in South Australia.

It was disappointing X53 was not seen but that is the way things go in the rail enthusiast's hobby. (BMW)

X45 - X54 are the only X class able to run in South Australia. X53 is believed to be in the shops — Editor.

X and S Overland combinations: Since just prior to Christmas X and S combinations have replaced X and 930 engines on the *Overland* on many occasions.

Wed.19.12: X51, S317 — Up
Fri.21.12: X51, S317 — Down
Fri.21.12: X51, S317 — Up
Sun.23.12: X51, S317 — Up
Sun.23.12: S317, X51 — Down
Mon.24.12: X47, S312 — Up
Mon.24.12: X47, S312 — Down
Tues.25.12: X51, S317 — Up
Wed.26.12: X45, X48, S312 — Down

On Down *Overlands* the "S" is often No.1 end leading when second engine. (WJ)

Mildura movements: On Wed.19.12 following overhaul and repainting the cab of X44 was inspected by the AFULE. The next day X44 worked the Down and Up Dimboola pass. On Fri.21.12 X44 was rostered on 9141 goods to Mildura arriving the following day, Sat.22.12. From then on X44 was motionless in Mildura Loco until started up on Thurs.27.12 to work 9118 Up goods with B74. On Wed.26.12 the Down and Up *Vinelanders* were the only trains at Mildura, and they were hauled by A, B, and T class engines and as each train had the usual load — usually comfortably handled by an A class. There seemed no reason for more than one engine. At Mildura on Boxing Day 26.12, there were ten locomotives: Y113, Y154, T322, T335, T392, T406, A73, B74, B75 and X44. (BMcL)

EASTERN LINES

Traralgon — Sat.12.1.85:

Gippslander from Melbourne: L1163, D310, D308, 256ACZ, 1BRS, 204BS, 208BS. L1163 off T400 on.

Stabled: 16BN, 37BRN, 39ACN, which arrived late Friday evening and was due out Sunday afternoon. It appears that there has been some alteration to N carriage rosters as outlined in *Newsrail* December 1984; in that roster no sets carry over at Traralgon on Saturdays.

At Loco: Y120, Y141, T376, T384, T385, T408, L1157, L1173, 36RT, 45RT, 31RT (no other locos were east at this time).

Only T or lighter locos are allowed past Traralgon because of bridge repairs over the Avon River near Stratford. Sunday passenger trains which often have a B class loco from Melbourne at present change over to T class loco at Traralgon. (RJM)

Traralgon — Sat.19.1.85:

Gippslander from Melbourne: L1157, D323, D311, 253ACZ, 226BRS, 7BS, 205BS. L1157 off T384 and T405 on.

Stabled: 25BN, 31BRN, 30ACN.

At Loco: Y120, Y141, T376, T408, 31RT, L1172, L1165.

T384 was to be stabled at Bairnsdale to run the 06 00 Bairnsdale to Orbost goods on Monday which had not been running over the Christmas/New Year period. T405 was to haul the *Gippslander* from Bairnsdale to Traralgon. (RJM)

Sightings at Wangaratta:

Sun.28.10.84: 8312 hauled by A77.

Sun.28.10.84: 8326 hauled by second series T class, Running 30 min. late. Dep. Wangaratta at 16 32.

Mon.29.10.84: 8321 hauled by A60 which returned on 8310 on 30.10.84, 10 00 arr. Spencer St. A60 then ran 8311 dep. Spencer St 12 15 and returned on 8334 due Spencer St 20 07.

Tues.30.10.84: 8334 A60-D309-252ACZ-1BRS-2BZ-34BE.

Thurs.8.11.84: 8334 A60-CD2-7AZ-225BRS-264BZ-203BS.

Sat.10.11.84: 8305 S311-201BS-213BS-227BRS-267BZ-13CE.

Thurs.15.11.84: 8334 X41-CD2-7AZ-225BRS-264BZ-209BS. 42220-44223 on Down standard gauge goods cross 8652 *Daylight*, hauled by two NSW locos, *Spirit* cars and NSWSRA candy stripe van, at Alumatta Loop.

Sat.17.11.84: 8305 B69-204BS-3BZ-224BRS-255ACZ-D345.

8652: *Daylight* 42202-PHN 6 *SOP* cars-MHY (candy colours), cross 42213 on Down goods at Alumatta Loop.

Sun.18.11.84: 8343 S301-203BS-264BZ-225BRS-7AZ-CD2.

Tues.20.11.84: 8334 B63-CD7-8AZ-226BRS-270BZ-211BS.

Thurs.22.11-84: T333-Y169 hauling Down goods arr. Wangaratta 07 50. S301-T323 hauling Down goods 22=44=45 van, 30CP arr. Wangaratta 12 22. Shunt 6=9 off and attach G4029, dep. Wangaratta 12 35, 19=35=36. 8661 *Daylight* through Wangaratta platform at 12 25 hauled by 422 class loco42216-Y115 on Down standard gauge goods (Mets?) noted at 20 15 waiting at Alumatta Loop to cross Up standard gauge goods.

Sat.24.11.84: 8305 X38-211BS-270BZ-226BRS-8AZ-CD7.

8661 *Daylight* hauled by 44229.

Sun.25.11.84: 8326 A73-D-N set.

Tues.27.11.84: 44223-42208 on Down standard gauge goods 16=32 noted 08 15 waiting in loop at Alumatta to cross late running 8632 *Spirit* account signal out of use due to installation of boom barriers at Sisely Ave crossing. T361 hauling 9324 block oil 23=46, van 48VVDY held at Up starting signal post 1 Wangaratta 16 50-16 55 account Sisely Ave crossing works, whilst GM28 on Up standard gauge goods through same location at 60 mph at 16 52.

Wed.28.11.84: B65-D313-321-329-ACZ-BRS-BZ-BS on 8334. 8321 A60-2BN-53BRN-3ACN-VBPY115E.

Thurs.29.11.84: T394-Y172 on Up goods 24=46 van 77VVBP arr. No.3 road Wangaratta and set back into 3 extension at Down end. Shunting then proceeded to take place by detaching Y172 into No.4 road and returning the T to No.3 and coupling onto the goods. Y172 then proceeded to return to No.3 road and attach in front of T394 dep. Wangaratta as Y172-T394.

Thurs.29.11.84: 8321 A85-34BE-227BRS-264BZ-210AS-CD2.

Sun.2.12.84: 8339 X35-X32-7BN-46BRN-48ACN-26BN-32BRN-27ACN Wangaratta 12 51/53.

Tues.4.12.84: 8334 A85-CD7-210AS-226BRS-264BZ-4BE.

Thurs.6.12.84: 8334 A71-CD7-210AS-226BRS-264BZ-4BE; GM24 on Up standard gauge goods (steel traffic) cross 8641 *Spirit* and following Down goods at Alumatta Loop. 8641 *Spirit* Wangaratta standard gauge platform 21 50/52, 2 stops 1 on/10 off. 42215-NSW Dynamometer Car VLPY100-263VBK-2VFR-274VFK-1VFK-3VRS-1VFX-4VBK-NAM2367-PHN2371-1VHN.

Fri.7.12.84: 8334 A60-D309-252ACZ-224BRS-3BZ-209BS; 8641 *Spirit* hauled by 42203, 2 stops Wangaratta standard gauge platform 21 53/55 5 on/11 off; GM24 hauling Down standard gauge goods through standard gauge platform at 22 17; 8331 B84-5BN-50BRN-6ACN Wangaratta 22 21/23.

Wed.12.12.84: 8334 B61-CD2-8AZ-227BRS-269BZ-1BG colourful consist blue and gold loco, maroon van, blue and gold, tangerine V/Line, tangerine cup and saucer and blue and gold. 8321 A77-209BS-3BZ-224BRS-252ACZ-D309 wait line at Wangaratta to cross late Up goods T323-Y172 13=20 ZF van.

Thurs.13.12.84: 8334 B74-D329-254ACZ-225BRS-267BZ-201BS completely tangerine consist with all pass. cars and D van displaying V/Line logo and B with the old cup and saucer logo.

Fri.14.12.84: L257 on Down standard gauge goods through Wangaratta standard gauge platform at 16 35; 8334 B65-D350-255ACZ-3BRS-2BZ-213BS.

Mon.17.12.84: 574 Wahgunyah goods Y170-G5707L-VOCX118U-275ZL (3=4) terminate at

X47-S301 roar out of Sunshine on the last leg to Melbourne with the *Overland*. Sat.1.10.83. (Roger Gillard)

Wangaratta; 590 goods Wangaratta - Benalla 16 35 dep. Wangaratta Y170 van 275ZL 13=22/275t (25 tonne net); 8641 *Spirit* hauled by 42209 Wangaratta standard gauge platform 21 45/48, 2 stops 6 on/7 off.

Tues.18.12.84: 42207 hauling Down standard gauge goods cross Up standard gauge goods at Alumatta Loop 07 46. 8310 A71-D310-D329-254ACZ-225BRS-267BZ-201BS, set returned on 8311 pass. (12 15 ex Spencer St) and when noted on 8334 was A62-D329-254ACZ-225BRS-267BZ-201BS; 57/574 Wahgunyah goods hauled by Y169, van 19VVBP.

Wed.19.12.84: 8334 A60-D306-251ACZ-227BRS-BS-209BS.

Thurs.20.12.84: 8334 A71-CD7-7AZ-222BRS-268BZ-4BE.

Fri.21.12.84: 8641 *SOP* hauled by 44223 Wangaratta standard gauge platform 22 32-22 34 2 stops 3 on/6 off; 8331 X50-19BN-20BRN-21ACN-D317 Wangaratta 2 off/nil on.

Sat.22.12.84: 8661 *ICD* hauled by GM24. (DMG)

MISCELLANEOUS

Spencer St sightings: Below is a list of sightings at Spencer St on Fri.28.12.84:

17 00: (platform 1) Bacchus Marsh — T349, 35BW, 68BWL, 14BE, 66BWL, 29BCPL
17 05: (platform 3) Kyneton — P12, Set SH27
17 20: (platform 2) Albury — S301, 209BS, 270BZ, 227BRS, 251ACZ, D316, D302
17 40: (platform 1) Swan Hill — A73, 4BE, 268BZ, 229BRS, 8AZ, CD2
17 45: (platform 3) Kyneton — P15, Set SH26
17 55: (platform 1) Dimboola — X49, 4BN, 49BRN, 51ACN, D330, D310
18 00: (platform 4) Warrnambool — B80, 3BS, 2BZ, 228BRS, 206AS, CD3
18 05: (platform 8) Bairnsdale — L1172, D349, 253ACZ, 230BRS, 7BS, 50BES
18 10: (platform 7) South Geelong — B72, 2BK, ?, 3BKL, AK1, 19CE
18 20: (platform 2) Cobram — T383, 25BN, 31BRN, 30ACN, D315
18 20: (platform 8) Leongatha — P11, Set SH25.

Notes: All trains departed on time. All long distance trains were heavily patronised, but the commuter sets were only moderately so. (RWK)

Rollingstock

Overhauls and repairs: S317 has been returned to Newport for further attention, following many idle months banned at Dynon as being too noisy. C507 is currently undergoing an overhaul at Newport. X44 (overhauled only a few years ago), has just been re-engined at Dynon, and is being undercoated (white) prior to repaint. C510, was seen at Dynon undergoing repairs to its engine. S309 and S312 are not being overhauled as reported earlier. (PD)

G class to increase in number: Ministerial approval has been given for the construction of five G Class locos at Clyde Engineering at Rosewater in Adelaide. It is anticipated that this number will be increased to 15. The G class is similar in design to Australian National's BL class.

It has the same power rating as the C class locos, 3300hp (2461 kW). However, as the G class are equipped with "Super Series" wheel creep control system, this enables them to haul up to 33% heavier loads.

Features of the G class include the latest fuel efficient 16 cylinder — 645E3B engine, which uses 3.5% less fuel than existing EMD engines. They are also fitted with laser hardened cylinder liners, a rocking pin in the piston carriers and improved turbo chargers. The first five G class locos to be built at Rosewater, Adelaide, were in service by January, 1985.

Several days after the arrival of G 511, Mr. Crabb officially opened the new Martin and King factory at Somerton. The N class locos which will be built there will be the first to be built in Victoria in nearly 35 years.

"Forty million dollars is committed in the State Budget, this financial year to upgrading V/Line's locomotive fleet. The new factory is to build these locomotives as part of an $85 million overhaul of V/Line's passenger and freight trains during the next three years," said Mr Crabb.

The first of the locomotives to be built at Somerton will enter service by mid 1985. (Update, MT)

Recent suburban deliveries: After a lull late in 1984 entry to service of Comeng Super trains has recommenced:

3 Car blocks — 481M-1081T-482M and 483M-1082T. 484M entered service late in November.

Other new 6 car sets sighted in service recently are 465M-1083T-466M-467M-1084T-488M on 9.1. 565M-1133T-566M-567M-1134T-568M on 27.12.

Set 561M-1131T-562M-563M-1132T-564M has also been in service. These last two sets ride on a different bogie design and are equipped with disc brakes.

Set 477M-1089T-478M-479M-1090T-480M has been decorated showing it as '45th Super train from the Met' and is stabled in Flinders St yards, it had not been sighted in traffic to 17.1.

Comeng blocks 301M-1T-302M, 303M-2T, 304M and 305M-3T-306M-307M-4T-308M have recently been converted to the MTA green and yellow colour scheme. Trailers 2T to 4T have been renumbered 1002T, 1003T and 1004T respectively.

Hitachi silver set 140M-936T-117M which has worn MTA colours for some time has been joined by set 101M 1958T (ex 958T) 102M in the MTA colours however the strip across the front of the 'M' cars is not as deep and the tail discs have been retained.

Comeng Motor car 395M has been fitted with a double pantograph sighted 31.12. (AR)

Left: Parcels van 1CM passes through Surrey Hills at 19 10 on 20.11.84. (Roderick Smith)

Above: X42-X39 climb towards Warrenheip with the 06 55 Dimboola pass. Sat.14.5.77.

The Down Cobram pass. runs through North Melbourne with X52-T407-T406 in charge. 21.11.76. (Both photos Royce Jowett)

210AS: As with 206AS, vehicle 210 has been refurbished as an AS. This will enable another spare set to be created. To allow for these two vehicles to be AS, two sets which would otherwise have had a BS as car D have an airconditioned BE. It is noticeable that airconditioned BEs used in S or Z sets are from the refurbished group; the unrefurbished BEs are grouped into the Geelong and Bacchus Marsh set. (RBS)

Bogies: Four S carriages should be found with cast Commonwealth bogies, being conversions from the former 12AS, 15BS, VFR and VFS. I have observed 12BS and 228BRS with Commonwealth bogies. Further to earlier comments in *Newsrail* about bogies under the refurbished non-airconditioned sleeping cars: when sighted on Sat.8.12 *Acheron* and *Loddon* had six-wheel bogies; when sighted on 20.12 *Wando, Coliban, Pekina* and *Inman* had roller-bearing 4-wheel bogies displaced from scrapped AE carriages (which in turn had obtained them from *Spirit of Progress* carriages given Commonwealth bogies). (RBS)

VBK: Standard-gauge first-class carriage 263VBK has been given blue cloth upholstery to match broad-gauge first-class carriages. (RBS)

Readers' Queries: Can any readers supply the conversion numbers for the following passenger vehicles: BCH, BH, BTH, D, DH, MTH, PH?

Works

Bendigo station to be improved: Plans were underway to modernise facilities at the Bendigo railway station, Mr Ken Wright MLC (NP, Bendigo) announced recently. Mr Wright said the modernisation program would protect road coach passengers from the weather while they waited for their transport. He said he had been advised of the work by Assistant Transport Minister Mr Simpson. The works form part of the V/Line country station upgrading program. Mr Wright said the response followed his request to Transport Minister Mr Crabb over the lack of shelter for people waiting to meet road coach services at the station. (FS)

New look station: On the afternoon of Fri.9.11.84 the new remodelled enclosed foyer, waiting and toilet area at Wangaratta station were brought into use. The renovated booking office was re-opened for business on Mon.12.11.84, after a new counter top had been installed. The booking office had been operated from the SM's office (former refreshment room and book stall) for several months. (DMG)

Tenders: Tenders called for work at Portland Exchange sidings include: earthworks and sub-ballast for V/Line tracks and depot facilities at Operations Depot sidings and, earthworks and sub-ballast for V/Line tracks to be laid at the Grain Train Arrival/Departure siding. (IBB)

The decline of Oakleigh goods yard: In mid-October 1984 the last remaining operation, briquette-bagging, was transferred from Oakleigh to Westall. The only traffic observed during the rest of the year was the stabling of track vehicles. On Mon.3.12.84, the overhead wiring was removed from 'A' siding, and from Mon.17.12. to Sun.20.12, points were removed and rails lifted from most of the sidings between the station and Hanover St. About this time, the Oakleigh Goods Terminal signs were replaced by the site developer, advising that a supermarket, 35 specialty shops, and a 120 stall market would be built. Mon.14.1.85 saw the arrival on the through siding of four G wagons laden with new sleepers from Deniliquin; also lengths of BHP 53 kg rail. The renewal of this siding, which is over 200 metres long is desirable, as, apart from goods traffic, the *Overland* was stabled here recently. (KH)

Benalla siding alterations: Siding 'L' points leading to the phosphate and Esso bitumen unloading sites were renewed during October. Siding 'L' at this location was re-sleepered, re-railed and black screenings spread over the sleepers. Both sidings 'J' (parallel to Yarrawonga line) and parallel siding 'K' were re-sleepered and re-railed in short length 110 lb/yd rail during October. The Works sidings were not removed as reported earlier (letter Ref. 14/84), but rather were re-railed near the turnout. (DMG)

60 kg standard gauge turnout delay: The completion of the new 60 kg turnouts at Benalla, Glenrowan and Alumatta Loops have been delayed following late delivery of V crossings. The first completed turnout was expected sometime in January 1985. (DMG)

Wangaratta: Work on provision of boom barriers at Sisely Ave crossing Wangaratta commenced during September 1984 and progressed slowly until the booms were finally commissioned on Wed.28.11.84.

During the week ending 26.10.84 bell blocks were provided for the extended track circuits in Nos. 1, 2 and 3 roads on the Up side of the Cusack St footbridge and new track of Wangaratta yard. The following week saw the provision of track circuits in the lead to Nos. 4, 5 and 6 roads at the Up end of the yard. On Tues.27.11.84 the barriers were positioned and by 12 00 work completed included the provision of both barrier arms on the new flashing light signal masts which had been installed several weeks previous, relocation of Up standard gauge Home signal 30/8 on the Down side of Sisely Ave crossing to a new position adjacent to Up broad gauge Starting signal post 2, and removal of the original two flashing light signal masts with the two tracks indicators thereon.

Work at the crossing on Tues.27.11.84 was expected to be completed by 14 00 but at 21 30 that day (night) a flagman (lampman??) was still at the crossing to signal cars across the tracks as the flashing lights were still operating even though the bells were not sounding. They were possibly turned off. (DMG)

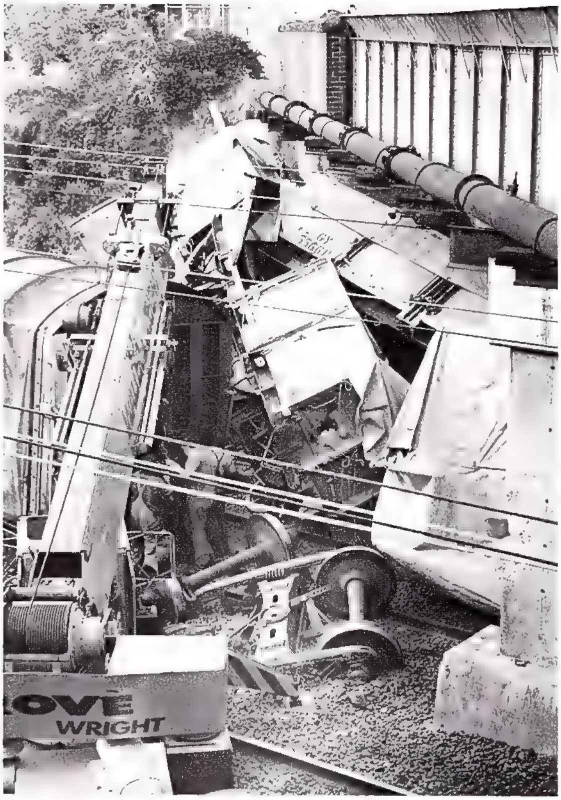
'Last days for briquette traffic' at Oakleigh during September 1984. (K Hancock)

Delays, Derailments, etc.

Spirit of Progress delay: On Sun.18.11.84 due to Westronic (CTC) failure at McIntyre Loop, which caused signal failure to Seymour Loop, 8641 SOP was running 2 hours late and was not due into Wangaratta until 23 45 (DMG)

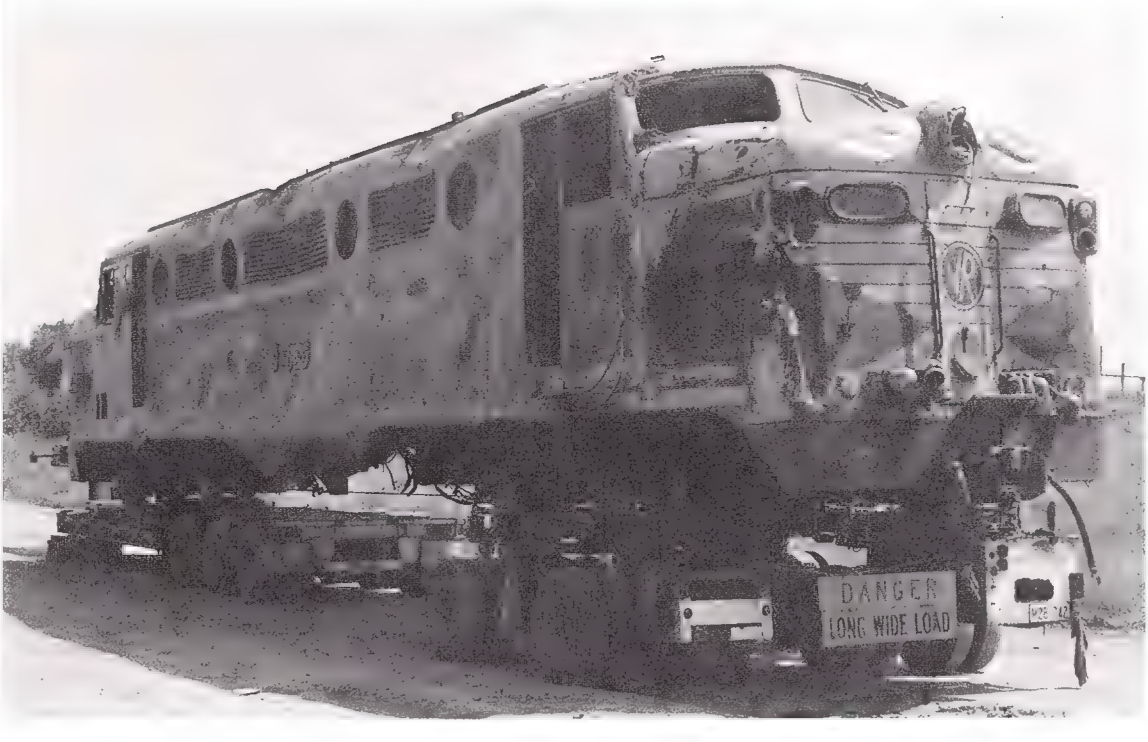
Petrol spill delays train: Bendigo and Golden Square firemen were called to mop up petrol spilling from a railway tanker in a siding near Golden City Joinery on Sat.29.12.84. Rail passengers were delayed when the firemen refused to let the Melbourne-bound train leave the Bendigo station until the petrol was dispersed. It took 10 men and four appliances 30 minutes and 20 litres of foam to disperse the petrol which had leaked from the top of the tanker. (FS)

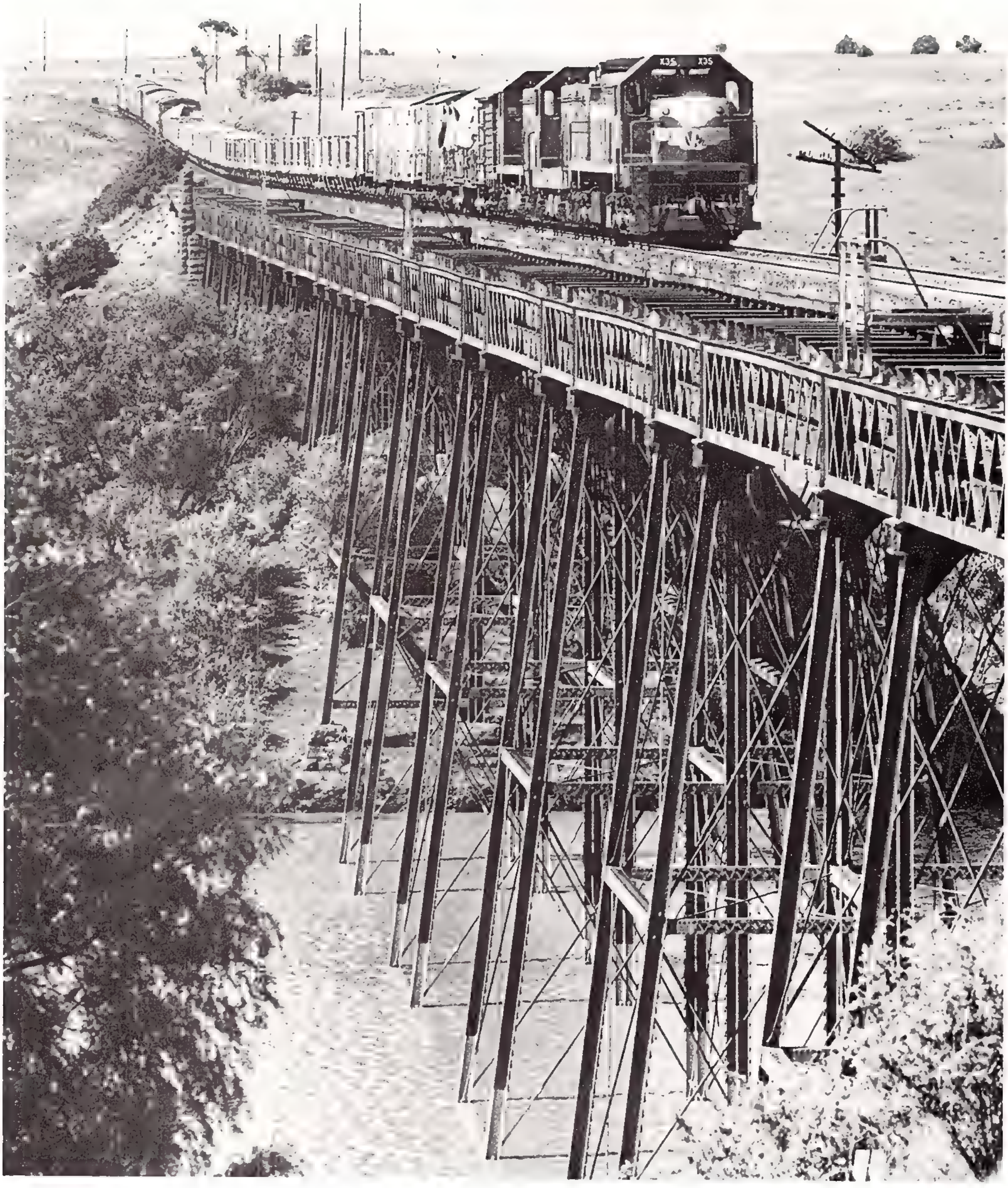
Tracks spread: An S class loco was temporarily derailed near the old railway shed at the Echuca station on Fri.28.12.84. The engine was being moved down to the turntable when its weight spread the tracks at about 08 55. A team of railwaymen jacked the engine back on to the rails at 10 45. Acting Depot Manager Mr Peter Stirling said it was the second derailment he could remember at Echuca in the past five years. (FS)



Opposite: A goods train derailment at Malvern early on Tues.5.2.85 caused havoc with peak period services on the Dandenong and Frankston lines. (R P Dunbar)

Below: Later the same day L1163 derailed and rolled down an enbankment near Drouin while hauling a Gippsland passenger train. This was the sorry sight on Sun.10.2.85 when the loco was finally loaded on to a low loader. Fortunately the passenger cars stayed on top of the enbankment. (Ken Williams)



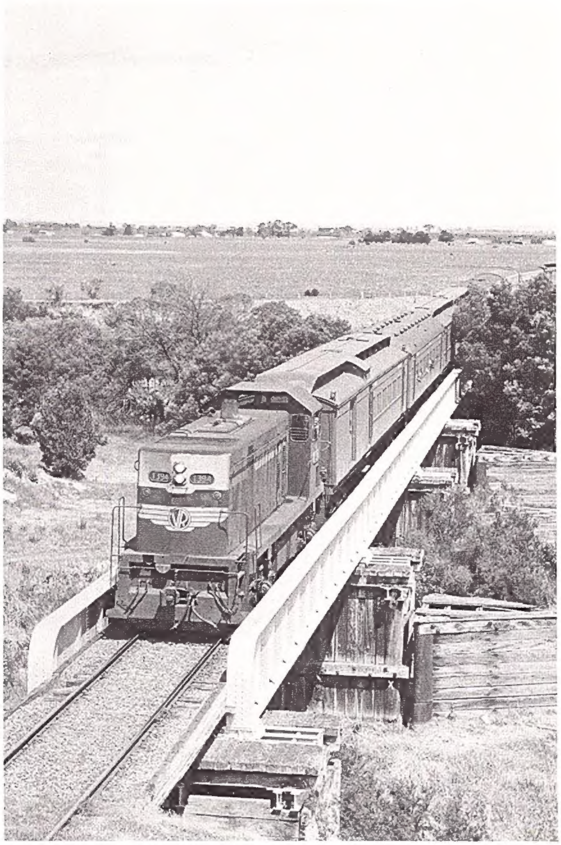

X35

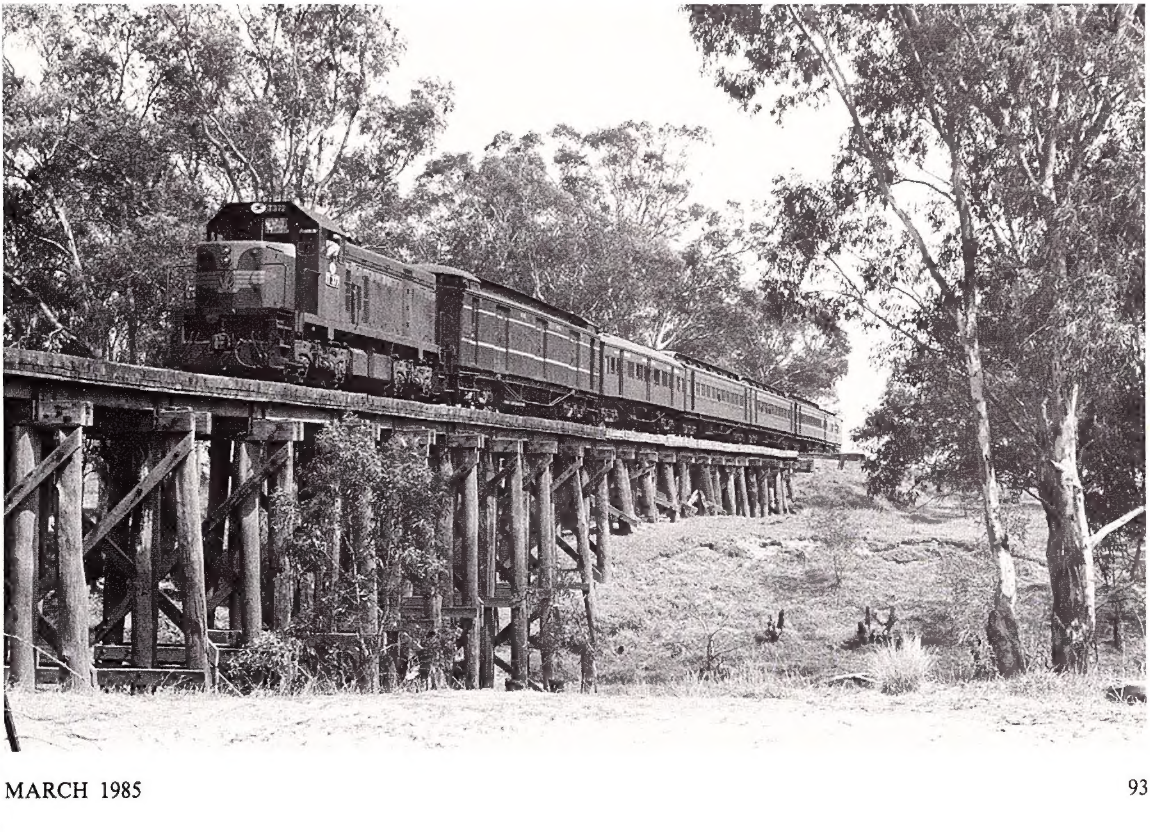
Railway Bridges

Left: X35-T359-T379 increase speed as they cross the Melton reservoir viaduct with the 12 25 Melbourne yard to Serviceton goods. Sun.25.9.77. (John Dare)

Right: The Avon River bridge at Stratford is crossed by T394 on the Down *Gippslander*. 17.10.77. (R Carlisle)

Below: T377 hauls the AREA Carpolac tour special across the Quandong River bridge Sat.18.3.83. (Graham Withers)





RAILCAR ROSTER

Taildisc

New commuter trains for Sydney: Long suffering Sydney rail commuters are to get a better deal consisting of 450 of the world's best new carriages. The 130 km per hour, air-conditioned supertrains, called "Tangara", an Aboriginal tribal word meaning "to go", will be more reliable, faster, easier to maintain and cheaper to run. Features incude TV passenger security, anti-vandal safeguards, increased capacity, improved seating, smoother acceleration and braking, crew-passenger communication, more efficient door operation and route indicators. An eight-car "Tangara" train will carry 2,172 passengers compared with 2,048 at present. The NSW Government has approved the new double-deck trains and world-wide tenders will be called for their construction in NSW. (IBB)

RAILWAY QUIZ:

Last month's answer: The first "Tait" (sliding door) carriages were introduced on metropolitan lines on January 4th 1910.

This month's question: When people talk about steam locos, they refer to them as Superheated or Saturated. What do they mean?

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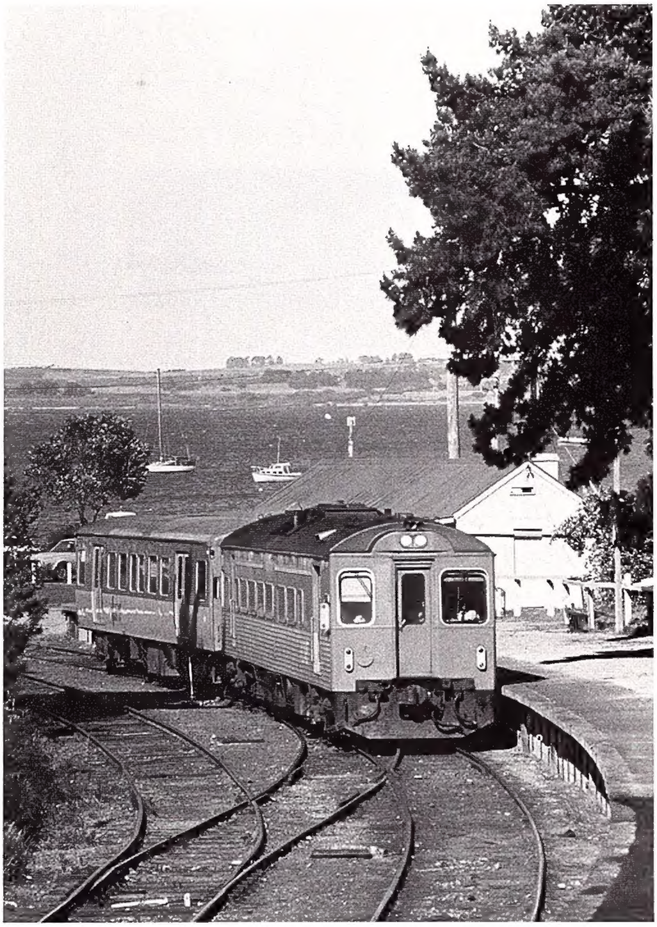
CHAMPION ROAD, NORTH WILLIAMSTOWN

Opposite page, above: The signalman walks down to exchange the staff as 88RM and 89RM cross each other at Ballarat North Junction. Sat.14.5.77. (Royce Jowett)

Opposite page, below: 56RM with 4BPL in tow arrives at Tungamah with the morning Benalla to Yarrawonga service on Good Friday, 24.3.78. (John Dare)



Right: While the boats bob gently on Western Port Bay, DRC43 waits at Stony Point before returning to Frankston. Tues.9.10.84. (John Dare)

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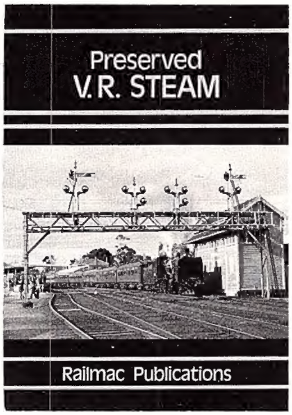
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